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THE OVERLAND CHINA MAIL. (PUBLISHED EVERY MAIL DAY.)
Contains the Week's News of Hongkong and the Far East.
Prices (including Postage) to any part of the world $13. per annum.

No. 16,802. 號一十月三年七十壹百九千壹英 HONGKONG, WEDNESDAY, MARCH 21, 1917. 已丁次歲年六國民華中 PRICE, $3.00 Per Month

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OLD VAT No. 4.
SCOTCH WHISKY.
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SOLE AGENTS:
A.S. WATSON & Co. Ld.
WINE & SPIRIT MERCHANTS,
HONGKONG.
TEL. 616.

G. R.

NOTICE.

ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the C.I.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding $50.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m...Every 15 minutes.
8.00 a.m. to 10.00 a.m...Every 10 minutes.
10.00 a.m. to 11.00 a.m...Every 15 minutes.
11.30 a.m. to 12.45 p.m...Every 15 minutes.
12.45 p.m. to 1.15 p.m...Every 10 minutes.
1.15 p.m. to 1.45 p.m...Every 15 minutes.
1.45 p.m. to 2.15 p.m...Every 10 minutes.
2.15 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 8.00 p.m...Every 10 minutes.

NIGHT CARS.

8.30 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.30 a.m.
8.00 a.m. to 10.30 a.m...Every 15 minutes.
10.30 a.m. to 11.00 a.m...Every 10 minutes.
11.30 a.m. to 12 Noon....Every 15 minutes.
12.00 noon to 1.00 p.m...Every 10 minutes.
1.00 p.m. to 5.30 p.m...Every 15 minutes.
5.30 p.m. to 6.00 p.m...Every 10 minutes.
6.00 p.m. to 6.30 p.m...Every 15 minutes.
6.30 p.m. to 8.00 p.m...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.—No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

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THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

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$11.00 *to all Coast Ports.*

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8,000 Tons. 4,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
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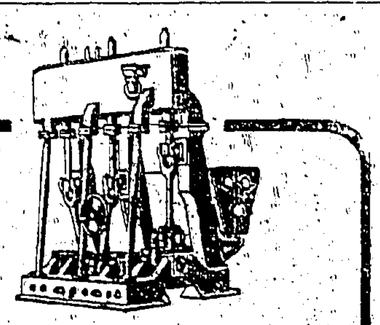
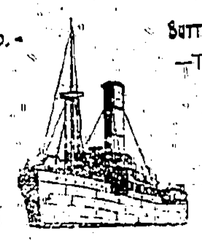
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It soothes the inflamed lungs and bronchial tubes, cures the cough and gives strength against future attacks.
$1.00 PER BOTTLE.
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MANUFACTURERS OF
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Prices, samples and full particulars will be forwarded on application to
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Hongkong, April 11, 1912.


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QUALITY.
25 YEARS IN WOOD.
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THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).
ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.
Town Office, 42, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 469.
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Estimates furnished on application.
WONG PING WA, *Manager.*
Hongkong, April 1, 1912.

BUSINESS NOTICES


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BUILDERS OF SHIPS & ENGINES OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG LTD.—
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PORTLAND CEMENT
In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
GENERAL MANAGERS.

THE HONGKONG HOTEL AND GRILL ROOM
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MANAGER.

PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP.
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ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE IT WHILE AT HOME.
PRICE $13 PER ANNUM, INCLUDING POSTAGE.
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"CHINA MAIL" OFFICE.

THE WAR.

THE ENEMY'S RETREAT IN FRANCE.

(Reuter's Service to the China Mail.)

BRITISH TAKE 40 MORE VILLAGES.

LONDON, March 19.

Field-Marshal Sir Douglas Haig reports:—

Our pursuit continues.

Our cavalry advanced guards are driving back the enemy's rearguards and have gained ground to a depth of two to eight miles. Forty more villages have been taken.

Our trenches were raided in the neighbourhood of Loos and Ypres. A few British are missing.

Our aeroplanes, co-operating with our infantry, did much valuable work.

THE PROGRESS DESCRIBED.

EQUINOTIAL GALES IN FRANCE.

LONDON, March 19.

Reuter's Correspondent at Headquarters telegraphing to-day says the slowing down of the retreat is probably due to the equinotial gales which are roaring over northern France. There has also been rain-squalls but these have been insufficient to render the ground bad.

Despite the tempestuousness of the weather we have made considerable progress.

OUR NEW LINE.

Followed roughly from South of Arras our new front runs through or on the fringe of the following places: Beaurains, Mercatel, Boirey, Becquerell, Tsezelles, St. Leger, Moiry, Vaulx, Braucourt, Beugny, Haplincourt, Bamstre, Bus, Lechelle, Etrincourt, Moislains, Peronne, Daight, St. Christ, Iaoyenne and Canizy to the neighbourhood of Ham on the eastward bend of the Somme.

The British front from Arras to Nesle has now lost the character of a defence line and has streamed forward in an elusive contour of open warfare.

The most striking illustration of the rapidity of the advance during the past two days is the fact that our patrols got astride the railway and the road between Arras and Bapaume in various places without encountering any resistance.

The great Le Transloy-Hebuterne-Arras salient has disappeared. The railway and the road is much damaged but communication can quickly be restored.

The correspondent quotes the interesting fact that we are now practically holding the line that General Joffre chose in the attempted but unsuccessful French stand during the great retreat. The fewness of snipers, machine-gun teams and explosive traps testify to the breaking down of the obstructive enemy tactics, owing to the mobility of our advance.

WORK OF THE AIRCRAFT.

Our airmen are rendering invaluable service notwithstanding the frantic counter efforts to restrict observation. The aeroplanes are swooping down to within close range of the Uhlans, emptying the drums of their Lewis guns among the horsemen.

THE POISONING OF WELLS.

Bapaume and Peronne are largely gutted and there is accumulating evidence of poisoning sullying the water supplies, but the process of purification is a comparative simple business.

The latest news shows that the Arras-Peronne front is swinging round to-day like the alteration of a clock's hands from five o'clock to half past four. The Germans have been falling back behind Hendecourt which is nearly ten miles to the south-east of Arras and only two miles from the railroad to Cambrai.

A SIGNIFICANT EPISODE.

One significant episode of the retreat was that just before Nesle was evacuated the soldiers begged the inhabitants for victuals and said they were absolutely without food.

GOOD PROGRESS BY THE FRENCH.

AN ENEMY CONVOY CAPTURED.

LONDON, March 19.

A French communique reports:—During the day our troops advanced beyond Ham, on the Somme, and Chauny on the Oise.

We hold numerous localities in both places.

Our cavalry, operating several kilometres north of Ham, captured a convoy retiring in the direction of St. Quentin. Our advance at this point has attained a depth of 35 kilometres.

Our detachments south of Chauny, have reached the line of Aidette-Soissons, and entirely relieved the enemy pressure

To the north east of Crouy our advanced elements progressed along the Maubergo road. About 20 villages and small towns were liberated during the day. Before retiring the enemy laid waste the country. Fruit trees were cut down or torn up by the roots; fields were destroyed by mines, the roads and bridges demolished and numerous villages were incinerated. The shelterless and starving inhabitants were fed by the French troops.

There was violent artillery activity in the Champagne.

We recaptured almost all of the trenches on the left bank of the Meuse in which the enemy had penetrated. The fighting continues.

LATEST NEWS FROM FRENCH FRONT.

LATER.

A French communique states:

There has been little change during the night from the Avre to the Aisne. Our advanced elements progressed slightly and continue to maintain contact with the enemy.

The advance has become more difficult owing to the destruction of all means of communication and bad weather.

The artillery struggle in Champagne has ended without infantry operations.

Our fire heavily repulsed German attacks between Avocourt Wood and Hill 304.

Two enemy aeroplanes were brought down.

THE ENEMY'S PRECIPITATE WITHDRAWAL.

A military eye-witness, describing the German retreat, says there are signs everywhere of precipitate withdrawal. There were stirring human scenes when the French cavalry entered Nesle on the 19th inst. All the inhabitants, some 2,000 in number, lined the streets and acclaimed them wildly.

A French aviator was the first to arrive at eight in the morning, descending when he sighted the French flag flying from a house-top.

ROADS MINED AND HOUSES PILLAGED.

The cross-roads outside Roye were mined and are now gaping holes filling with water from the Avre. All the houses were savagely pillaged, only a mattress chair and table being left for each inhabitant, but the houses are standing. The inhabitants expected to be carried off, but they explained, "The German did not expect you yet." All the trees and haystacks were destroyed. There was not a bundle of straw anywhere.

LATEST GERMAN REPORT.

LONDON, March 20.

A German official message, transmitted by wireless, reports:

There have been infantry and cavalry engagements in the abandoned districts on both sides of the Somme and the Oise. The enemy suffered heavy losses.

We repulsed violent attacks on the left bank of the Meuse.

We brought down thirteen aeroplanes.

(Continued on Page 5.)

INTIMATIONS

G. R.

NOTICE.

IT is hereby notified that, on and after the 22nd instant and until further notice, the Road from Deep Water Bay to Repulse Bay will be Closed to horse and vehicular traffic in order to admit of certain improvements being effected thereto.

W. CHATHAM,
Director of Public Works.

Public Works Office.
Hongkong, March 20, 1917. 1600

HONGKONG TRAMWAY COMPANY LIMITED.
(Incorporated in the United Kingdom).

NOTICE is hereby given that the COLONIAL (Hongkong) REGISTER of the Company will be CLOSED from TUESDAY, 27th MARCH, 1917, to WEDNESDAY, 25th APRIL, 1917, both days inclusive.

By Order of the Board of Directors.
W. E. ROBERTS,
Secretary.
Hongkong, March 19, 1917. 1591

GREEN ISLAND CEMENT COMPANY, LIMITED & REDUCED.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Buildings, Pater Road, Victoria, Hongkong, on TUESDAY, the 27th day of March, 1917 at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1916, and declaring a Dividend.

By Order of
THE BOARD OF DIRECTORS.
Hongkong, March 6, 1917. 1555

GREEN ISLAND CEMENT COMPANY, LIMITED & REDUCED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 1st March to SATURDAY, 31st March, 1917, both days inclusive.

The return of Capital of $2.50 per share will be paid to Shareholders on and after the 15th March, 1917, on presentation of Share Certificates for endorsement.

By Order of
THE BOARD OF DIRECTORS.
Hongkong, Feb. 22, 1917. 1523

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on TUESDAY, 27th March, 1917, at 12 Noon for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1916.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 21st to the 27th instant, both days inclusive.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hongkong, March 17, 1917. 1587

HONGKONG ICE COMPANY, LIMITED.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers at 11.30 A.M. on WEDNESDAY, 28th instant, to receive a Statement of the Company's Accounts to 31st December, 1916 and the report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 28th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, March 8, 1917. 1562

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned at Noon, on WEDNESDAY the 28th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong Fire Insurance Company Ltd.
Hongkong, March 8, 1917. 1559

CHINA SUGAR REFINING COMPANY LIMITED.

NOTICE.

THE THIRTY-NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on FRIDAY the 30th instant at Noon for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 30th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.
General Agents.
Hongkong, March 9, 1917. 1505

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A CLASS for "BEGINNERS" will commence on MONDAY, 2nd April, 1917.

Application for enrolment should be made to the Undersigned as early as possible.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, March 16, 1917. 1582

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 26th March, 1917 at 4 P.M. precisely, in the CHAMBER OF COMMERCE ROOM, NEW GOVERNMENT BUILDING, for the following purposes:—

(1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1916.
(2) To elect a New Committee.
(3) To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, March 16, 1917. 1584

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE of a SPECIAL EXTRAORDINARY GENERAL MEETING of the HONGKONG GENERAL CHAMBER OF COMMERCE immediately after the Annual Meeting to be held on MONDAY, the 26th March, 1917, at 4 P.M. in the CHAMBER OF COMMERCE ROOM, NEW GOVERNMENT BUILDING.

A desire has been expressed that the following resolution shall be put:—

"That Clause 6 of the Rules and Regulations of the Hongkong General Chamber of Commerce should be amended by the insertion of the word "British" between the word "ten" and the word "members" in the first line thereof".

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, March 16, 1917. 1583

HONGKONG CLUB.

NOTICE.

THE THIRTY-FIRST YEARLY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB, will be held in the CLUB HOUSE on THURSDAY, the 29th March, 1917, at 5.30 P.M.

By Order,
E. DES VŒUX,
Secretary.
Hongkong, Mar 16, 1917. 1585

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE.

THE special attention of the Public is directed to the undermentioned Regulations which form part of the Regulations made by the Governor in Council under Section 3 of the Electricity Supply Ordinance, 1911, on the 15th March, 1917.

33:—"Any person making any addition to any electrical installation connected to the Company's main without obtaining the written consent of the company thereto shall be liable to a penalty not exceeding $100 for every such addition."

34:—"Any consumer upon whose premises any such addition shall be found shall be liable to a penalty not exceeding $100 for every day or part of a day during which such addition shall have been in existence. In this regulation "consumer" means the person in whose name the contract for the supply of electricity to such premises was made with the Company, or if there be no such person, the principal tenant or person in actual occupation of the premises in which such addition shall be found."

Having regard to the possibility of a breakdown of the Company's present plant through unauthorised additions to existing installations the Public is earnestly requested to co-operate with the Company by bringing to the Company's notice any contraventions of the above regulations.

Dated this 20th day of March, 1917.

GIBB, LIVINGSTON & CO.
Agents.
1593]

COLUMBIA RECORDS

ARE

MORE FAITHFUL

TO THE ORIGINAL,

WHETHER

THE HUMAN VOICE

OR

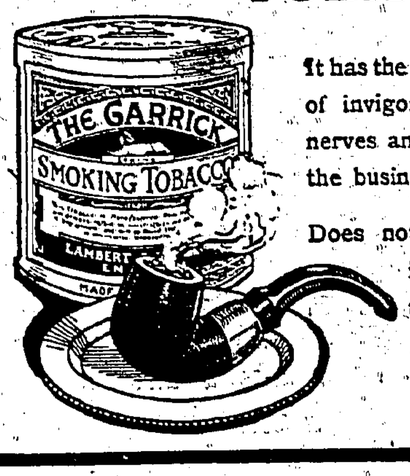
INSTRUMENTAL MUSIC.

SOLE DISTRIBUTORS.

THE ANDERSON MUSIC CO., LTD.

Smokers of discrimination always select

The GARRICK SMOKING TOBACCO



It has the distinction of invigorating the nerves and brain of the business man.

Does not burn or irritate the throat.

TRAGEDY OF THE LAURENTIC.

COMMANDER'S HEROIC SELF-SACRIFICE.

The loss of the Laurentic has followed close on one of the saddest tragedies of the war, the only news of which hitherto published has been in a brief Admiralty casualty list in December, where it figured thus:—Accidentally killed; Commander John Mathias, R.D., R.N.R.

Commander Mathias was in command of the Laurentic during the first twenty-seven months of the war, during which time she was on patrol duty in the Straits Settlements and the Far East. She was ordered home last autumn from Singapore, and was due at Liverpool shortly before Christmas. Mrs Mathias and her two little children were informed and proceeded to the port of arrival to await the home coming.

But it was the dead body of her commander that the Laurentic brought into port, killed in a brave endeavour to save some of his men from an awful fate.

Two days' run from port a serious fire was discovered in No 2 hold. A squad of men, with the chief officer at their head, plunged in to fight the fire, but it gained such headway that it swept round them towards one of the magazines, and cut off their escape. Word of their plight was sent to Commander Mathias, who was on the bridge, and he immediately headed a relief party himself.

They fought their way into the smoke-filled hold, and succeeded in dragging out some of the imprisoned men; then Commander Mathias went back for the rest. As he made his way into the furnace-like hold to secure the last man, an iron beam, warped out of its place by the intense heat, fell on him and the men who were pluckily following him. Commander Mathias was instantly killed and several of the men were injured. Another rescue squad extricated them, and succeeded in recovering the body of the commander. The fire was got under control, and the cruiser made port safely.

News of the accident could not be sent by wireless, and when the Laurentic docked, Mrs Mathias and her children were waiting on the quayside. It fell to the lot of one of the officers to break the news to them.

Commander Mathias was formerly in the Dominion Line Canadian service, and commanded the old Vancouver. When the White Star Line took over the Dominion in 1907 he became one of the most trusted officers in the service. He was only forty-six at the time of his death.—*Penang Gazette.*

BRITISH FIRM SUES GERMAN.

In the Imperial German Consular Court, Bangkok, before Dr. Remy, the German Consul-General, and Messrs Brande and Rexhausen, as assessors, a case of considerable interest was heard in which Messrs Harry A. Badman & Co. claim from Mr. Mannsfeldt, of the Tatien Dispensary, a sum of Tcs. 783.67 for goods supplied, together with Tcs. 469.88, being interest for some four years at the rate of twelve per cent. per annum. The defendant admitted Tcs. 470 of the claim but disputes the balance and refused to pay the rate of interest asked. Later, he agreed to pay interest on the Tcs. 470 at a rate to be fixed by the Court.

There was a considerable amount of argument, the defendant contesting various items of the bill as excessive. To this Mr Peterson replied that if you went to a firm like Messrs Badman and Co. you expected to pay considerably more than you would if you went to a Chinese tailor.

The Court said that as their respective countries were at war it was difficult for plaintiffs and defendant to meet and discuss matters amicably. If an arbitrator were called in, the British party would call in a Britisher to whom the German side would not agree and, similarly, if the German side called in a German, the Britisher would be dissatisfied, so no satisfactory settlement could be arrived at. It would be better for the two parties to meet and go into the accounts with a view to coming to a settlement, when Mr Warwick might be induced to forego some of the interest and perhaps waive some of the items. Meanwhile the case could be adjourned until March 23th and if a settlement was not arrived at in the interim Mr. Warwick would have to come to the Court in support of Messrs Badman and Co.'s claim.

THE CHINA SOCIETY.

ENTERTAINMENT TO WOUNDED SOLDIERS.

A tea and entertainment were given to some 130 wounded soldiers on the afternoon of 1st ult. by the President, His Excellency the Chinese Minister, and other members of the China Society. The gathering took place in the Pillar Hall, Victoria Station, and proved to be a most successful meeting, that was enjoyed alike by guests and hosts. There were some thirty tables, at which the following hostesses presided:—Lady Jordan, Lady Fremantle, Mrs. Townsend, Lady Hillier, Mrs. Martin, Miss Hall, Lady Felly, Mrs. Giles, Mrs. McCrea, Mrs. Hill, Mrs. Willoughby-Meade, Mrs. L. Giles, Mrs. Angier, Mrs. Johnston, Mrs. Cantlie, Mrs. Hughes, Mrs. D'Iffanger, Mrs. Wilcockson, Mrs. Coughtrie, Mrs. H. D. C. Jones, Mrs. Beazley, Mrs. Scothill, Mrs. Geddes, Mrs. Brenan, Mrs. Brown, Miss Dodwell, Lady Cameron, Mrs. A. Little, Miss Haanen, and Mrs. Probst.

Amongst others who were present and assisted were Admiral Sir Edmund Fremantle, Sir John Jordan, Mr. A. M. Townsend, Mr. Geo. Jamieson, Mr. Byron Brenan, Mr. Paul H. King, Dr. Johnston, Mr. Cheng, Mr. J. C. Hall, Mr. A. G. Angier, Mr. McLeish, Mr. D'Iffanger, Mr. R. H. Hill, Mr. Richardson, Mr. Michael, Dr. Steele, and Dr. Lionel Giles, hon. secretary.

During tea time a selection of popular music was performed, and after the refreshments an entertainment was given by Miss Marie Dainton, assisted by Mr. Finlay Dunn and a piano, Miss Nellie Lewis (mezzo), and Mr. Walter Walters in song and stories. Miss Edythe Adamson, G.S.M., was accompanist. The songs and recitations were much appreciated, and after a few words from Mr. A. M. Townsend, who stated that the Society was very pleased to welcome them on the occasion and wished them all a speedy recovery to good health, the meeting dispersed.

The wounded guests were inmates of the following hospitals:—Acton, Middlesex, Montpelier, St. George's, St. Thomas's, West London, and Westminster.

BERLIN'S BOY FOOD STEALERS.

GANG WHO GO ABOUT SMASHING SHOP WINDOWS.

The Berlin papers report that a gang of 80 boys, armed with hatchets, has been formed in Berlin for the purpose of smashing windows and stealing food. Every night the windows of a large number of shops are smashed and the food taken.

The police have captured three of the young offenders who say that they committed the offence because they needed food, which they could not afford to buy.—*Exchange.*

COUGHING INTO CONSUMPTION

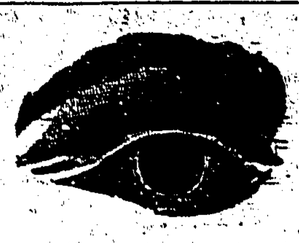
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A variety of Dress Material including Blue and White Serge and Alpaca, Counterpanes, Blankets, Towels, Toilet Soap, Perfumery, &c., &c.,
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A number of Gent.'s Rain Coats.
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A CONSIGNMENT OF
BRASSWARE,
Comprising:—
A varied assortment of Carved Brass Vases, Jardiniers, Flower Bowls, Finger Bowls, Incense Burners, Buddha, Candlesticks, etc., etc., etc.
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Two Pianos (one by Collard and Collard), Tennis Net and Poles, full size Croquet Set, Lawn Mower, Garden Tools, Wire Netting,
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IN THE LUTSK SALIENT.

THE ANGLO-RUSSIAN HOSPITAL.

[BY A MEMBER OF THE BRITISH RED CROSS.]

Down in a battered corner of Volhynia, surrounded by shell craters, blasted trees, and other evidences of the fierce recovery of Russia that drove the Germans and Austrians back over the Styr, there was not long since a little field hospital, a branch of the Anglo-Russian Hospital presided over in Petrograd by Lady Sybil Grey and Lady Muriel Paget. Both these ladies in turn visited the outpost more than once, and Lady Sybil took back a memory of it, for she was wounded in the face by the explosion of a hand-grenade. Morning and evening for at least a month the Field Hospital was a favourite target with the German airmen, though all they achieved with the hundreds of bombs dropped on the camp was the death of an most a dozen ambulance orderlies and a score of transport horses, in addition to the poor satisfaction of driving surgeons, nurses, and ambulance-drivers into the dug-outs while they were hovering overhead. It seems little return for the price, though it was none of their fault that the damage was not more serious.

TRANSPORT DIFFICULTIES.

The roads in that part of Russia are abominable, and none appreciated their failings more, except perhaps the wounded themselves, than those whose business it was to take the motor-ambulances to the outpost dressing stations and bring the wounded back to the surgeon. Even by driving dead slow it was a sheer impossibility to avoid inflicting pain, and this was necessarily most acute in pressing cases that had to be got quickly to the operating ward without too much regard for their sufferings on the road. Between June and September the Hospital occupied three points in the salient, and at one of these alone, close to the village of Rojitche, which stands, all that is left of it, on the left bank of the Styr, upwards of a thousand cases were dealt with. The percentage of deaths was satisfactorily low, and the chief surgical interest was the frequency of gas gangrene, of bullet wounds of the brain, and of compound gunshot fractures. These and other troubles were skilfully dealt with by an adequate staff of surgeons, including Mr. H. F. Waterhouse, F.R.C.S., senior surgeon to Charing Cross Hospital; Mr. Douglas Harmer, F.R.C.S., Mr. Graham Aspland, F.R.C.S. (Edin.), Mr. G. Jefferson, F.R.C.S., and Mr. Marshall, F.R.C.S. In addition to these, Dr. Gould May was the hospital physician and Mr. Rosher did the bacteriological work.

The inferiority of the roads on that Front is common knowledge to all who have travelled on them. Though doubtless a difficulty in the Russian plans for the invasion of Austria, they were no more helpful to the enemy invading Russia, and it is said that a German General, addressing a war council of the Higher Command, severely criticised the statement that Russia had made no preparations to resist invasion.

"No preparations, gentlemen!" he exclaimed. "Look at her roads!"

Among the wounded brought to the Hospital were several mere lads of ten or twelve years. These must not be interpreted by the enemy as meaning that Russia, like Germany, is calling up her schoolboys, for the little fellows are not enlisted, but run away to join the colours, usually to their fathers' regiments. If the father is killed in action, the regiment adopts the boy, who is duly entered on the strength, and is of use serving out ammunition in the trenches. On occasion, indeed, he does even better work, and a wounded officer of the Guards told the writer of one who, coming from the Baltic Provinces, spoke fluent German. Disguised in an Austrian uniform, he fearlessly spent two days and nights in the enemy trenches, where he picked up information that enabled his friends not only to repulse a surprise attack next morning, but actually to attack at a weaker point in the line.

GOOD STORIES.

Many good stories were told by wounded officers or by others who visited the mess. Your Russian is a great raconteur, and there is an Oriental touch about the way in which a score of Russian Tommies will sit round a comrade and listen to his interminable stories. The breathless silence with which they hang on his tales, which is invariably well told, recalls the market-places of the East. One of these sagas, which had a Homeric setting, related how a Russian officer, riding alone at nightfall, could just see a wounded German on the ground raising himself on one hand, while with the other he tried to cover the horseman with a shaky revolver. The Russian rode him down, and knocked the weapon out of his reach. Then he dismounted, and, after complimenting him on his enterprise, broke his neck with a trick of jiu-jitsu that he had learnt during the Japanese War. Another story, which at any rate had the merit of being true, concerned the capture of a German aeroplane and its two occupants at Lutsk with the help of a cow that unfortunately paid with her life. The machine had come down owing to engine trouble. The pilot was not long putting his engine to rights, the while the observer held off a threatening crowd by pointing the machine-gun at it. Not until the propeller began to hum, and the two Germans were climbing into their seats, did the cow intervene. Then suddenly, annoyed by the noise of the propeller, she lowered her head and rushed the aeroplane, which was taken with its crew, the latter so taken aback that they offered no further resistance. That cow deserved the Cross of St. George, but it would have been a posthumous honour.

Yet another story, a favourite on that Front, illustrated the efficient system of espionage left by the enemy when last it somewhat hurriedly evacuated that section of Volhynia. Spies were not infrequently hanged at Rojitcho and other villages in the neighbourhood, but that there remained enough of them to keep the enemy informed of what was going on was twice demonstrated by an immense notice-board hung outside the enemy trenches inscribed with the legend

Good-bye, Guards, you're off.

They were, but this was the first intimation, as orders to move did not come from Headquarters till the following day on both occasions.

STYR OR STYX?

Past the battered town of Lutsk and the ruins of Rojitche ran the Styr, a river of the same length as the Thames, though narrower in those reaches, framed in water-meadows and flowing smoothly past reed-beds that hide great pike and other coarse fish. Of other grimmer occupants the Styr gives no sign, but it is a fact that, when driven out of that region once and for all by the Russians, the Austrians threw their dead into the river by the hundred, combining easy burial with a chance of poisoning the water. Yet the soldiers of the Guard Regiments and of some Siberian units attached to that Front were not the least put about, but bathed and fished in the Styr as merrily as of yore. One of these fine days Kovel will fall into our Ally's hands, and Lvoff, and the Lutsk salient will be a salient no longer. Yet for those who spent anxious weeks in it, with enemy artillery booming on three sides of them, it will remain a not unpleasing memory of the bad times that were.

ARMED MERCHANTMEN IN CHINESE PORTS.

A report states that the Government has drawn up the following regulations to which armed merchantmen of all the belligerents entering Chinese ports shall be subject:

(1) Any belligerent merchantman which is armed specifically for the purpose of self-defence shall be permitted to enter and depart from any Chinese port to which the said merchantman had previous regular sailings.

(2) On entering the port the Captain of such armed merchantman must declare to the Customs House of the port that the armament of the ship is merely for self-defence.

(3) After report to the Customs House, the authorities thereof shall send officers together with the naval officers of the port to visit the vessel and inspect the armament on board. Whether the vessel is armed only for self-defence or not shall be determined according to the following circumstances provided:—

(a) The number of guns on board the ship, their calibre and ammunition and other armament are adequate only for self-defence.

(b) The number of officers and crew of the ship does not show a marked increase over normal times.

(c) The port the ship touches is one to which the ship has been engaged in trading or had regular sailings.

(d) The food supply on board the ship consists only of such quantity as would be just sufficient to cover the voyage to the next port it is destined to touch.

(e) Goods on board the ship are not suitable for warships or for hostile purposes.

(f) Passengers on board the ship are not in organized units nor of such quality as to be organised into military or naval forces under ordinary circumstances.

After the inspection by the customs and naval authorities, a report on the above circumstances should be made to the Government, and the latter thereby shall determine whether a vessel is an armed merchantman or a warship according to the circumstances under which it is armed.

(4) Before the departure of any belligerent armed merchantman the consul of the country to which the vessel belongs at that port should despatch a document to the Chinese authorities to guarantee that the arms carried by the vessel are only for self-defence.

(5) The Government shall have independent power to determine the nature of the arms carried by an armed merchantman whether they are for self-defence or for warlike purpose against their enemy.

(6) The regulations set forth above shall be subject to revision at any time by the Chinese Government.—*Peking Gazette.*

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RUSSIA'S RESOURCES.

OPPORTUNITIES FOR BRITAIN.

Sir Bernard Mallet presided lately over a meeting of the Royal Statistical Society, at which Baron A. Heyking, Russian Consul-General in London, read a paper on "The Economical Resources of Russia, with Special References to English Opportunities."

Baron Heyking, after giving many statistics relating to Russian resources and trade before the war, said that the war had brought about an awakening of the population all round, and when peace was established the economic development of the country would be accelerated. It was a matter of great importance to Russia to develop her enormous dormant wealth and to increase her exports. The rational exploitation of the economic potentialities of the country depended, first of all, on the development of the means of communication, which hitherto had not been sufficiently expanded. Besides, her industries must be developed, and scientific methods must be applied to all the branches of exploration of the riches of the soil. To solve this great task satisfactorily Russia relied not only on her own strength, but also looked to her Ally, Great Britain, to assist and uphold her in her creative enterprise, economic organisation, and capitalisation of her industries.

A NATIONAL ADVANTAGE.

Russia, although surpassed in size and population by the British Empire, had the great advantage of one uninterrupted great stretch of territory and of a population belonging for the greater part to the white race. A co-ordination of the two greatest Empires that ever existed seemed to be ordained by the natural conditions of their very existence: politically, because their ideals and aims in assuring national independence to smaller friendly States were the same; from the point of view of world power, because they were complements to each other, the one being the chief naval and the other the chief Continental Power; economically, because they could mutually provide each other with that of which they both stood most in need and which they could produce in greater abundance and better quality than any other country. Russia could produce everything necessary for human cultural life far in excess of its own needs. Nevertheless she had hitherto imported from abroad minerals and some agricultural produce — an economic absurdity for which no other reason could be given than lack of organisation, enterprise and capital. All this could easily be altered in future. He hoped the bonds of friendship between the British and Russian nations, founded alike on the dictates of reason and intelligence as well as on the demands of the heart, would be drawn closer and closer. Great Britain was nowadays fully alive to her opportunities in Russia, while Russia realised the great benefit she would derive, commercially and industrially, from her mighty friend and Ally, Great Britain. The meaning and significance of Anglo-Russian friendship could be considered as having been brought about by intellectual progress and appreciation of the natural conditions of existence of both countries. That friendship had come to stay, as he hoped, for ever, as an asset of peace and of the political stability of the world. (Cheers.)

DIFFICULTIES TO BE FACED.

Mr. Geoffrey Drage, in opening a discussion said he had been a student at a Russian University, and had known Russia for thirty-three years. Let them not underrate the opposition and the competition the British trader would have to meet from the Germans, who were nearer, and their railway rates gave them an enormous advantage over our seaborne commerce. The next difficulty was language. Not only were the Germans better linguists than we, but they had in Russia 1,800,000 kinsmen. Moreover, the German prisoners at present in Russia were doing their best to learn Russian in order to help the Fatherland in the commercial struggle after the war. Further there was the difficulty of competing with the German business methods. The German bank was a partner in industry, and had the missionary spirit. The German system of cartels or corporations enabled traders to sell dear at home and cheap abroad. Backing that up and with help of the banks, they had a system of espionage in the warehouses and countinghouses of rival merchants which gave them information of the utmost value. They fixed upon certain key industries, which gave them enormous control. Before the war the Germans had secured control of the zinc industry in Russia and of the Dombrova coalfield. The German Government was heart and soul behind the trader, and there was a form of dumping on the Eastern frontier unparalleled in any country in the world, giving the exporter the right to import duty free, so that the German producer could compete successfully with the Russian producer in the Baltic provinces, Finland, and Poland, even in the rye market.

DUTY OF THE GOVERNMENT.

Our Government would have to consider these matters carefully before the war ended. There ought to be a commercial agreement covering these and similar points at once, to last till the end of the war and for five years afterwards, to enable our business men to lay plans. (Cheers.) The present commercial system in Russia entailed an average ad valorem duty on British goods before the war of 131 per cent. In consequence of the war, to raise money, these had been advanced by 10 per cent., so that we had something to bargain with. There was more British capital in Brazil than in Russia, owing largely to the fact that there had not been that confidence in the relations between the two countries that would prevail after the war. Tariffs would no doubt be dealt with as a result of the Paris Conference. No doubt there would be an investments guide. There was a growing trade between the Russian Empire and our Colonies and India. Could we only bring home to the two countries the enormous amount of common sentiment, common feeling, and common Christianity, the problem would be successfully solved once and for all. (Cheers).

Sir William Clark said that in his Department there was no country about which so many inquiries were now received as Russia. German success depended on the fact that their representatives lived in Russia, knew the language, and were able to study the requirements. That had not been done by British manufacturers and traders. Certain Chambers of Commerce were developing a scheme for sending a certain number of young men from their centres and to receive Russian young men here. (Hear, hear.)

BRITISH TRADERS PREPARING.

Sir Algernon Firth, Chairman of the Associated Chambers of Commerce and Organising Chairman of the Russo-British Chamber of Commerce, urged that Baron Heyking's paper should be widely circulated. If his Chamber could be allowed to do so they would reprint and circulate it. The immense success of the Russo-British Chamber showed that the British trader was awake to the opportunity. They were overwhelmed with inquiries. Many firms were doing their best to encourage the study of the Russian language, Russian methods and modes of thought, and were preparing to deal with Russian trade both imports and exports, on a very large scale as soon as the war was over. They were alive to the immense value to civilisation that cordial co-operation between the two Empires would produce. The material gain was nothing to the moral and intellectual gain that would arise.—*Morning Post.*

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The Original and Genuine WORCESTERSHIRE.

THE NATHAN FAMILY.

Colonel Sir Frederic L. Nathan, who has been appointed with Sir Ernley Blackwell and Major Cooper-Key to inquire into the recent explosion, remarks a London paper, is one of the family of remarkable brothers, three of whom were knighted for their services to the Empire. Sir Frederic is the great explosives expert who was superintendent of the Royal Gunpowder Factory, and left it to manage Nobel's Ardeer works. His younger brother, Sir Matthew, who is the only Jew to have been a Colonial Governor, will be remembered as the Governor of Natal and Hongkong. He resigned the Irish Under-Secretaryship after last year's revolt, and was recently appointed secretary to the Pensions Ministry. Their eldest brother, Sir Nathaniel, who died last February, was Chief Puisne Judge and Attorney-General of Trinidad. Major Nathan, R.E., is well known in North China as the Agent of the Chinese Engineering and Mining Company. And the youngest brother, Mr. Robert Nathan, has been Under-Secretary to the Government of India and private secretary to the Viceroy. The father, the late Mr. Jonah Nathan, was a member of the firm which had the monopoly of supplying quill pens to the Bank of England, and he did not believe in public schools for his sons.

NOT PEACE AT ANY PRICE

but at the cost of only 60 cents is yours if you try Pinkettes for your Constipation, Bilious attacks, "Liverishness," Sick Headaches.

PINKETTES

the little gentle-as-nature's-self pill for digestion, clear the complexion, sweeten the breath. Of dealers, or post free from Dr. Williams' Medicine Co., 20 Rawlinson Road, Shanghai.

WATSON'S
COLD CURE TABLETS

CURE A COLD IN THE SHORTEST POSSIBLE TIME.
AN EXCELLENT REMEDY FOR
NEURALGIA & MALARIAL HEADACHE

Copy of repeat order recently received from England:—

"All Saints Lodge,"
Howley,
Blackwater,
Hants

Mrs.—will be much obliged by Messrs. WATSON sending to her by post 10 bottles of their "Cold Cure." She will be glad to have these as soon as possible as she is to-day sending her last bottle to her son (Capt..... of the Buffs) who is at the front and finds the Tabloids excellent for stopping Cold."

Prepared Only by
A. S. WATSON & CO., LTD.,
HONGKONG DISPENSARY.
Telephone No. 16.

To-day's Advertisements

The China Mail.

HONGKONG, WEDNESDAY, March 21, 1917.

DOUGLAS STEAMSHIP COMPANY LIMITED.

NOTICE.

AN INTERIM DIVIDEND of FIVE DOLLARS per Share has been Declared and will be Payable at the Hongkong & Shanghai Banking Corporation on or after WEDNESDAY the 4th April.

The REGISTER of the Company will be CLOSED from SATURDAY, 31st March to WEDNESDAY, 4th April, both days inclusive, during which days no Transfer of Shares can be made.

DIVIDEND WARRANTS will be ready on WEDNESDAY the 4th April, and may be obtained on application.

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, March 21, 1917. 1691

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship
"SANTHIA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON, & Co., Ltd.
Agents.

Hongkong, March 21, 1917. 1692

NOTICE TO CONSIGNEES.

FROM CALCUTTA.

THE Steamship
"JAPAN,"
having arrived, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by 28th instant, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on 27th instant, at 10 a.m.

Claims against the Steamer must be presented in writing within 10 days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., Ltd.
Agents.

Hongkong, March 21, 1917. 1693

THE CALENDAR.

MEMO FOR TO-DAY.

9.15 p.m.—Performance by Clarke's Cirque at Kowloon.

General Memoranda.

FRIDAY, March 23:—
11 a.m.—Auction of Household and Office Furniture and Miscellaneous Articles at Messrs. Hughes and Hough's.

SATURDAY, March 24:—
10.30 a.m.—Auction of Dress Materials, Perfumery, Brassware, Rain Coats etc. etc. at Messrs. Hughes and Hough's.

MONDAY, March 26:—
4 p.m.—Annual General Meeting of the Hongkong General Chamber of Commerce.

TUESDAY, March 27:—
10.30 a.m.—Launch of the s.s. "Autolycus" at Taikoo Dockyard.
11.30 a.m.—Green Island Cement Co's. Meeting.
Noon.—H.K. & W. Dock Co's. Meeting.
Noon.—Queen's College Athletic Sports on College Ground, Causeway Bay.
4 p.m.—Annual General Meeting of the Association of Exporters and Dealers of Hongkong.

TUESDAY 27 & WEDNESDAY March 28:—
2.15 p.m.—Auction of Household Furniture at "Braeside," 20 Macdonnell Road.

WEDNESDAY, March 28:—
11.30 a.m.—Hongkong Ice Co's. Meeting.
Noon.—Hongkong Fire Insurance Co's. Meeting.

THURSDAY, March 29:—
Hongkong Stock Exchange Settlement Day.
5.30 p.m.—General Meeting of Members of the Hongkong Club.

FRIDAY, March 30:—
Noon.—China Sugar Refining Co's. Meeting.

SATURDAY, March 31:—
H.R.H. Prince Henry's Birthday (1900).

THE GERMAN RETREAT.

THE German report of their "abandonment" of a very extensive area of French territory will deceive none but the people of Germany who may be kept in ignorance of the actual circumstances of the retreat. We can believe the statement that preparations had been made for the evacuation long ago. But, why, this evacuation if the German War Lords believed their wall of steel to be "impenetrable," as German military writers have been so persistently declaring? If we seek a true German explanation it may be found indicated in a paragraph recently published in the German Press relating to the cinematograph film of the Somme operations which was being shown in Germany some five or six weeks ago. It is stated, on the authority of the *Cologne Gazette* that a great deal was made in the exhibition of the film of the devastation wrought by French and British guns and that there were plenty of pictures showing, among other things "the cities of Bapaume and Peronne shot to ruins by the English and French." There is the explanation of the German "evacuation"—sheer military necessity due to the devastating effects of the British and French guns. We have been hearing from Germany for some months past that the Anglo-British "push" on the Somme had been exhausted, and the German cinematograph film of the Somme battles, we are told, ended with a picture which showed that the Germans had "reached their appointed goal." That film will now have to be replaced by another which will show their "appointed goal" to be a considerable distance farther back—how far will be largely determined by the rapidity with which the pursuing British and French armies are able to secure the great extent of territory they have won. The German official statement describes the pursuit as "hesitating"; but it is evidently much too fast to allow of the enemy reaping the advantages they expected from their retreat. German writers are endeavouring to keep up the *morale* of the nation by telling the people that their idol HINDENBURG is but "luring the enemy on" as he lured on the Russians in East Prussia and that "a second Tannenberg" is to be expected. We may be quite sure that the British and French Commanders know the cunning of their enemy too well by this time to fall into any trap the Germans may have hoped to prepare for them, and if the rapidity of the pursuit really falls short of the German expectations—which is a statement not borne out by the facts—we can be quite certain that the progress made has been sure and solid.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The Douglas Steamship Co., Ltd. has declared an interim dividend, as advertised in another column, of five dollars per share, payable on April 4th.

It has been reported to the Police that four men, armed with knives and revolvers, forced their way into two houses in Wong-Nei-Chong village and robbed the inmates of money, jewellery and clothing to the value of $175.

A Peking telegram states that Dr. Wu Ting Fang has again tendered his resignation of the portfolio of Foreign Affairs and his resignation has been accepted. Luk Ching Cheong has been appointed Minister *ad interim*.

Following the example of the Tientsin members of the Greek community, who sent to Mons. Venezelos 6,000 francs recently, the few Greeks in Peking, at the initiative of Mr. Solomos, have collected and remitted to the Venezelist government at Salonika, 2,354 francs.

An interesting story is told in a Peking telegram to the *Wah Tze Pai Po* in connection with the election of representatives of the Overseas Chinese to the Senate. An inspector found an order on a bank for $20,000, which was intended as a bribe. A fight ensued in an effort to recover the note in which several people were wounded. Four arrests were made.

We have received from the Rev. Philip van Lao, the Chinese Bandmaster at Macao, a lithographed copy of a National Hymn for the Chinese Republic which he composed and submitted to the Board of Education at Peking for approval in 1912. So far, the composer tells us, the Chinese Republic has not adopted a National Hymn. "This is an awful pity" he says. So we draw the attention of the powers-that-be to the matter.

A new icebreaker named the *Baikal* has just been completed by the Shanghai Dock and Engineering Company, Limited, to the order of the Russian Government, who intend to put the vessel into service at Vladivostock. The *Baikal*, the third large icebreaker delivered by the Dock Company during the last year for the same owners, is 170 feet long with engines of 2,650 indicated horse power on natural draft; she is exceedingly strongly constructed with all the latest improvements and is specially designed to run up on the ice at the bow and then by her great weight to break the ice downwards.

SOCIAL AND PERSONAL.

Mr. R. L. Lammert, second son of Captain G. P. Lammert, has passed his examination for a commission in the Army.

H.E. Luk Wing Ting, the Tukwan of Canton, arrived at Shanghai on the 19th inst and is proceeding to Peking, via Nanking, on the 24th inst.

Mr. R. C. Faithful celebrated the 44th anniversary of his admission to the English Rolls as a Solicitor by entertaining a number of friends to dinner at the Palace Hotel, Kowloon, last night.

The forthcoming marriage is announced of Mr. P. C. Elsom, of the Standard Oil Coy., and Miss George, only child of Mr. and Mrs. George, of the Eastern and Australian Cable Company at Tientsin.

The Rev. W. H. Price of Shanghai, who has just left for Home, was presented last week with a cheque for £152 as a token of the appreciation of the congregation. The presentation was made by Lady de Sausmarez. Sir Everard Fraser also took part in the function.

Peking reports state that Mons. Piry, the popular director general of Chinese Posts, will not return to China on account of the bad state of his health and therefore resigns his position. He will most probably be succeeded by Mons. Picard-Destelan, who is the assistant director-general, and has been acting since Mons. Piry's departure from Peking.—*C. Critic.*

RUB IT IN.

A good many people think rheumatism can not be cured without taking nauseous medicine. Chamberlain's Pain Balm massaged thoroughly into the skin has cured far more rheumatism than any internal remedy in existence and gives relief quicker. For sale by all Chemists and Storekeepers.

THE MAGISTRACY.

A SOLDIER CHARGED.

George Lloyd, a private in the King's Shropshire Light Infantry, was charged before Mr. J. R. Wood this morning with the theft of a watch, valued at ten dollars, from a second-hand shop at No. 167 Queen's Road West.

It was alleged that defendant entered the shop and asked to see a watch displayed for sale. Upon being handed the watch he placed his stick and also his own watch on a counter and ran out of the shop in possession of the watch that had been shown him.

The shopkeeper immediately gave chase and the defendant was caught by an Indian constable who found the watch in his captive's jacket pocket and took him to the Police Station. There the defendant informed Inspector O'Sullivan that he recognized the watch as one he brought from England which had been stolen from him in the Bijou Theatre several months ago. Therefore he considered it his lawful property.

The defendant, who pleaded not guilty to the charge, then deposed that his stick, and also the watch he entered the shop with, had been taken from him by the complainant, who had a knife and threatened to hit him over the head with it.

After hearing further evidence His Worship adjourned the case for one week and remanded the defendant in the custody of the Police.

A CHARGE OF ASSAULT.

Before Mr. Melbourne this morning a small Chinese boy with a bandaged head appeared as complainant against a coolie on an Aberdeen junk, whom he charged with assault.

The complainant explained that the defendant hit him over the head with a boat-hook but the defendant, who pleaded not guilty to the charge against him, stated that complainant was injured as the result of falling into his own sampan.

After hearing further evidence, however, the magistrate imposed a fine of one dollar, or in the alternative, three days' hard labour, ordered the defendant to pay one dollar compensation and bound him over on a personal bond of $25 to keep the peace for three months.

TOO MANY MUSKETS.

In Mr. Melbourne's Court this morning an old boatman was fined $60 for having in his possession four muskets in excess of the number permitted by his license and another boatman was fined $25 on the same charge.

UNLAWFUL POSSESSION OF AMMUNITION.

Two Chinese, each charged with the unlawful possession of 400 rounds of mauser ammunition, were brought before Mr. Melbourne this morning.

The defendants had been stopped in the street by a lukong who searched them and discovered the ammunition concealed beneath their clothing.

Both defendants stated they had been merely employed to carry the ammunition, but each was fined $50, and His Worship ordered that the ammunition be confiscated.

FORGED CHEQUE CASE HEARD.

The case in which two postmen and a messenger are charged with being implicated in an attempt to pass on the Russo-Asiatic Bank, a cheque for the sum of $135, bearing a forged chop, was heard before Mr. Wood this afternoon.

Mr. F. X. D'Almada appeared as solicitor for the first defendant, and the third defendant was represented by Mr. H. L. Dennys, Jr.

Evidence was taken and the defendants were again remanded.

A BUILDING CONTRACTOR'S CLAIM.

In the Summary Court this morning, before Sir Wm. Rees Davies, K.C., the Chief Justice, Chan Kwai, trading as Kwong Lee, of 27 Irving Street, claimed $578.65 from the Cheong Shing firm, Building Contractors, of 20 Keswick Street, for work done and materials supplied in the erection of a house at Tung Lo Wan.

Mr. F. X. D'Almada appeared for the plaintiff and Mr. A. M. Preston for the defendant.

Mr. Preston stated that he had received no instructions since his first interview with the defendant and therefore dropped the case.

Judgment was given for plaintiff.

Forty Germans arrived at Tientsin from various places in the interior on Saturday March 10th. They went to barracks in the Tientsin German concession.

CORRESPONDENCE.

SMALL-POX EPIDEMIC.

(*To the Editor of the* "CHINA MAIL.")

SIR,—I am pleased to see by the latest copy of the *Overland China Mail* (29th December) the active measures taken by the Government in dealing with this epidemic, and also the readiness with which the Chinese community are coming forward to be vaccinated.

But there is another point in dealing with it that I think it would be well that the Government, as well as your goodself and the editors of the other newspapers of the Colony, should take up and inform the public on, and that is, whether any, and what, means are taken to disinfect mail matter, both letters and newspapers, as well as the parcels sent by Parcel Post before they leave the Colony. It is well known that a large proportion of all these come from the infected area and so ought to be disinfected before being dispatched.

When it is borne in mind that, so long as Hongkong is an infected port, all goods, passengers and mails are prohibited from landing at other ports until they have been quarantined or can show a clean bill of health, it is as important, if not more so, that all mail matter and mail parcels should be disinfected. I trust you will find space for this letter in your widely read paper.

I am, yours faithfully,
A THIRTY-THREE YEARS SUBSCRIBER.

Glasgow, 7th Feb., 1917.

THE NEW CIRQUE AT KOWLOON.

CLARKE'S CIRCUS SCORES A GREAT SUCCESS.

It was indeed an enthusiastic audience that attended the second performance given by Clarke's Cirque last night beneath the huge tent that has been erected on the site adjacent to the Post Office in Kowloon. To state that the entertainment was quite up to first-class circus standards would hardly do justice to the company for it has been some considerable time since a circus combination of such unusual merit has toured the East. To the music of the inevitable calliope, Miss Clarke opened the programme with an equestrian act that received the hearty approbation of the spectators, as did her similar turn later in the evening. Typical circus clowns led by Messrs Moris and Vincent appeared throughout the entire performance and had the audience shouting with laughter at their extraordinary antics and slap-stick comedy. The second act in the big ring was a gymnastic display by the Messrs and Miss Martinez and Baby Florrie which proved a veritable treat in acrobatics, being both unusual and startling.

The next number, the Argentine Tango, danced by Mr. W. Bowler and Miss Victor Alexime, won loud applause. After this terpsichorean feature, an exhibition of juggling whilst standing on galloping horses, given by Messrs Clarke, was most favourably received. A flying trapeze was then lowered and a thrilling act by the Aleximes followed in which the extreme daring of the fearless performers caused considerable wonder and admiration. In another acrobatic turn the Martinez Troupe displayed physical endurance and muscular strength that was most astonishing and Baby Florrie completely won the hearts of the audience. Muldoon—"the Solid Man," then presented an act that caused much merriment and the programme was concluded with an excellent cinematograph performance, the comedy picture proving a most fitting final.

Judging from the favourable comments passed as the well-pleased throng left the circus grounds last night, the visit of Clarke's Cirque to the Colony should prove a great attraction to the public and a financial success for the Company.

CLOSING QUOTATIONS.

			3.30 p.m.
Douglases	$	108	sellers
Indos Def.		127	buyers
China Sugars		130	sales
Raubs		2.35	sellers
Hongkong Wharves		81½	sales
Hongkong Docks		127	buyers
Hongkong Lands		94	buyers
Humphreys		6½	sellers
Cements		8	b. & sales
Shanghai Docks Tls.		88	sales

THE GERMANS IN CHINA.

THEIR TOTAL INVESTMENTS.

(*Wah Tze Yat Po's Service.*)

PEKING, March 20.

The latest investigation shows that there are 247 German firms and 4,182 Germans in China.

Their total investments amount to $247,817,000.

The Government yesterday wired instructions to the Provincial Officials regarding the treatment of Germans.

Admiral Lau Koon Hung has been summoned to Peking for a conference regarding measures of coast defence.

SHANGHAI, March 20.

A German warship at Amoy has been taken over by the Chinese authorities and is now in charge of the Maritime Customs Administration.

CHINA AND GERMANY.

THE SEIZURE OF GERMAN VESSELS.

The *Shanghai Mercury* of the 14th inst. states:—

While up to late this afternoon, no news, official or otherwise, had been received in Shanghai of the actual breaking-up of diplomatic relations by China with Germany, a very significant step was taken by the local Chinese naval authorities early this morning. It is understood from an official source that instructions were received in Shanghai late last night from Peking that crews from the Chinese men-of-war in port were to be placed immediately on the German ships in the harbour and this was carried out to-day without any trouble taking place. This, of course, would indicate that the Peking Government has come to the inevitable decision to sever relations with Germany and had decided—probably in view of the action taken by Germans in America—to give timely warning to their authorities to look after the Government's interests. At anyrate, the step was taken and, following it, Shanghai all to-day was eagerly awaiting the news from Peking of the official announcement which, it was felt, would be a matter of minutes.

The German ships in harbour are the Albenga, the Deike Rickmers, the Fortuna, the Meidah, Meilee, and Sikiang. Of these the Albenga,—the largest—with a tonnage of 2769, is lying down stream close to the International Dock, the Deike Rickmers is well up river in the Arsenal stretch of water, while the others are opposite the French Bund. The three last mentioned were formerly river boats, the Meidah and Meilee being owned by Melchers and the Sikiang by the Hamburg Amerika Line. The local Chinese naval authorities have been prepared for eventualities for some time, for about a week ago one of their warships, the Haiyung, came down river and anchored close alongside the Albenga. Beside the Albenga the Austrian ships China, Bohemia and Silesia are also anchored but it is understood that no action has been taken with regard to them. The instructions from Peking were addressed to Senior Naval Officer Ling who is presently at the head of naval matters here. Admiral Lee Ting-hin, who was formerly in charge, has gone to the Peking. There was no great secrecy about to-day's important development, though—following the event—official circles did not seem keenly anxious to spread the news broad cast.

It is reported that the instructions from Peking also carried the announcement that the Germans found on board the ships were to be removed but there is to-day no confirmation of this statement.

All sorts of rumours of the usual Bund variety were early in circulation in town as the result of the rather surprising step which had been taken. The non-arrival of the official announcement of the rupture of relations caused considerable speculation but high Chinese circles were not greatly perturbed over the course of events. It is not known—nor very much cared—how many Germans were on the vessels taken possession of: the Bosche Hilfsfond will probably soon be best able to tell that tale. The Shanghai German community will be hard put to it if the local Chinese follow the plain lead of Peking and have no dealings of any kind with the Huns while more closely affected will be those Germans who are in Chinese employ.

The *China Press* reports says:—

Receipts were given for the ships and one German officer was allowed to remain aboard each one for the purpose of taking an inventory. The crews were allowed to go ashore and those who were destitute were told that they would be taken care of aboard Chinese warships or at the arsenal. The German flag was not disturbed on any of the vessels.

While the navy was busy here, the army was busy elsewhere. Every railway and railway bridge in the country is being guarded.

Also, in the Settlements all necessary precautions have been taken, all public works being guarded by the S.V.C.

It is understood that the local German and Austrian Consular officials have warned their nationals against creating any trouble.

One high official said that "seizure" was hardly the correct word to apply. The ships, he said, have not been taken over with any sort of notion of acquiring the property of Germans, but to prevent anything being done on them that would be detrimental to local harbour interests.

Apparently, the marines are simply on the vessels to see that they are not tampered with in a way to make them a danger to the navigation of the river. The Austrian ships—there are three of them in the river—have not been taken over.

BEST MEDICINE MADE.

A better medicine can not be made than Chamberlain's Cough Remedy. It relieves the lungs, opens the secretions, aids expectoration and assists nature in restoring the system to a healthy condition. Besides, it contains no opiates and is perfectly safe to take. For sale by all Chemists and Storekeepers.

ACROSS SIBERIA IN WAR TIME.

A WARNING TO INTENDING TRAVELLERS.

As a warning to those who have thoughts of making the journey to Europe, vid Siberia, a correspondent who returned from Petrograd last week writes to the "N. C. Daily News" as follows:—

"Having to-day returned from an extremely uncomfortable trip to Petrograd in useless endeavour to reach England by that route, I beg for a little space in order to warn any intending passengers of what they may have to face. The journey from Shanghai to Harbin is as easy and comfortable as could be desired, but the Russian trains are so heavily overtaxed by war that breakdowns are of frequent occurrence. After leaving Harbin our electric light failed and for eight nights we had only candle light. Next, the baggage and kitchen car went wrong and we had to scramble for a hasty meal at occasional station restaurants. Then a second-class car broke down, and ladies and children, men and baggage were crowded into the dining car and spent an extremely trying 36 hours with a crowd of other passengers until another car could be had. Several of the ladies were taken into the other cars by sympathetic fellow-passengers, but the discomfort was great.

"These troubles were cheerfully borne, and 24 hours late we arrived at Petrograd. Having been warned on the way that we should have difficulty in finding hotel accommodation, we got the ladies and children into the station restaurant and sent off three of our men to find rooms. After a long wait, they returned and said that the best they could get were four rooms in a very third-rate hotel. We had no choice, and got settled down for the night, a friend and myself occupying a dirty little den the size of a Shanghai bathroom. I, being rather advanced in years, had a small bed, and my chum a very short couch and two chairs, with no bedding but his rug and a pillow.

PASSPORTS REFUSED.

"Hoping to be speedily on our way, we made the best of it and next day set about getting our passports through the local police and the Prefecture of Police, whose permit was necessary before we could leave the country. With the help of the Consular Staff I got mine through in *eight* days, having been assured at the British Consulate that when this was done all I had to do was to bring it back to them to be visèd, when I could proceed on my journey through Norway and Sweden. You may imagine my disgust when on taking it there I was met by a decided; 'No. We are absolutely forbidden by the British Military Control to allow any more people to go on. Bergen, Christiania, Stockholm—all are so full that there is no room for any more.'

"Well, Sir, I had had much more of Petrograd than I liked, and the prospect of an indefinite stay in such wretchedly dirty quarters did not appeal to me; so I made haste to see the ticket agents, who all said there was no chance of a seat in the weekly express for several weeks. This did not satisfy me, and, obtaining the help of a kindly Swiss interpreter, I had a satisfactory interview with a railway official and after some talk and a little monetary transaction, I got a berth in that night's express for Harbin and was heartily thankful to see the lights of Petrograd disappear in the distance.

"After a fairly comfortable journey we reached Harbin a few hours late, and so missed the express to Tairen and after a night in the dining room of the crowded Grand Hotel, got 'away' again for Tairen, reaching that port just too late for the steamer to Shanghai. But a few days in the comfortable Yamato Hotel were like paradise after my experiences, and so I end my letter as I began, by urging intending travellers to think well over the situation before trying the Siberian route."

THE TRAFFIC IN OPIUM.

INTERESTING EVIDENCE AT GLASGOW.

At Glasgow Sheriff Court, a young man named William Killin, partner in a firm of engineers, pleaded guilty to having in September 1915 exported a quantity of opium to Shanghai, fabricating the Customs documents; and again, in September 1916, exported 190 lb. of opium, making false declarations to the Customs. On behalf of Killin it was stated that in 1915 he was approached by a man named Taylor, who had an appointment in Shanghai, and was engaged in the opium trade. He told Killin that what was being exported was a patent medicine, and that it had to be packed in a certain kind of steel rollers. The opium came from London, and was carted to Killin's premises. After the first lot had been sent out nothing further was heard from Taylor; he did not come back to this country; but another man came and asked Killin to repeat what he had done. It was urged on behalf of Killin that he had not received a single farthing for these consignments, but had to pay for the two rollers, and was really out of pocket to the extent of about £100. The Fiscal Prosecutor said that in one instance the opium had been intercepted, but that in the other it was got out of the country, and that when opium reached China there was no limit to the profit that could be made. Killin, he admitted, was not the principal; but there was a body of conspirators in this country engaged in the illegal traffic, and they used men like Killin as instruments. They could not get the opium exported themselves, and they used men known to the Customs as legitimate traders. The Sheriff imposed a penalty of £100.

A FAMILY NECESSITY.

EVERY family should be provided with Chamberlain's Pain Balm at all times. Sprains may be cured in much less time when promptly treated. Lame back, lame shoulder, pains in the side and chest and rheumatic pains are some of the diseases for which it is especially valuable. Try this liniment and become acquainted with its qualities and you will never wish to be without it. For sale by all Chemists and Storekeepers.

TELEGRAMS.

(Continued from Page 1.)

THE ENEMY RETREAT.

"LURING THEM ON."

AMSTERDAM, March 20.

Colonel Moraht, writing in the *Berliner Tageblatt* says: "Every German should be pleased at the retreat, for it means that Hindenburg is luring on the British and French in order to inflict on them unprecedented loss."

GERMAN AND DUTCH COMMENT.

All the German comment on the retreat re-echoes Colonel Moraht's statement. Indeed "a second Tannenberg," but on a far greater scale; seems to be expected. The newspapers recall how Hindenburg drew the Russians away from their communications into the open and then pounced upon them with tremendous force.

The Dutch Press is sceptical regarding a repetition of this triumph. The *Maasbode* says it is sheer nonsense to maintain that the Germans are retiring voluntarily. The *Tyd* points out that Hindenburg's game must be fully known to the Allied commanders who will never fall into such a crude trap.

WHERE THE GERMANS WILL MAKE A STAND.

LONDON, March 19.

A preview of the Western front leaves the question as to where the Germans will make a stand against their pursuers still unsolved, but indications seem to point to the line covering Cambrai, St. Quentin, La Fere and Laon. Cambrai is a centre for distribution over a "wide" district. It is well equipped with factories and warehouses and is also a great railway junction of six lines equipped for very heavy traffic while numerous roads meet at the town. The loss of Cambrai would be a serious blow, affecting even the German forces at Lille and Ypres, as it would cut not only the great feeder line from Cologne through Maubeuge, but likewise would sever the line between Metz-Sedan-Lille-Ostend, running parallel with the old front.

Bapaume ridge is the last natural obstacle covering Cambrai. Miles of level agricultural country offering no marked military position now face the British, but this does not imply that fortifications do not exist.

St. Quentin likewise stands on one of the main arteries of Europe. There is a large canal traffic, besides railway links, with the Champagne front and with the whole of the north-west district is a veritable network of railways.

SUBMARINE VILLANY.

MORE BELGIAN RELIEF SHIPS ATTACKED.

SEVERAL MEN KILLED.

AMSTERDAM, March. 20.

Two of five Belgian Relief vessels provided with German safe-conducts were shelled by a German submarine. Seven persons were killed.

STAVENGER, March 20.

The Dutch steamer *Selien*, bound from Rotterdam to New York, in ballast, and flying the Relief flag, reports that she was attacked by a submarine. A boat was lowered containing eight men. All were killed. The *Selien* put on full speed and escaped.

TERRIBLE EXPERIENCE IN AN OPEN BOAT.

LONDON, March 20.

The Captain and his wife and eight of the crew of the small Swedish schooner *Dag* have landed after a most terrible experience.

The *Dag* was bound from Laguna to Falmouth with a cargo of logwood. One of her two boats was destroyed and the other badly damaged in a hurricane in the Atlantic. The *U37* intercepted her early on Tuesday morning and forcing the crew to take to the leaky boat, took the ship's papers and then bombed and sank the schooner and abandoned the boat 200 miles off the Scilly Islands with little water and but a few tins of meat. The cold was intense and constant bailing was necessary to keep the boat afloat. Many ships' lights were seen at night but the tiny craft was not observed. The food and water gave out and the occupants were nearly dead with cold and hunger when after four days, they reached the lightship.

SUBMARINE CREW DRUNK.

LONDON, March 20.

The Captain of the Norwegian sailing ship *Collingwood* which was sunk by submarine on the 12th inst. states that the submarine crew were drunk.

THE COUP D'ETAT IN RUSSIA.

MANIFESTO BY THE PROVISIONAL GOVERNMENT.

PETROGRAD, March 19.

The Provisional Government, in a manifesto issued to the citizens, proclaims that the *Step Revol* has set the keystone upon long years of struggle. It recalls the promise of constitutional liberties made in 1905, and traces the subsequent withdrawal of the rights granted till the country relapsed into an abyss of absolute rule and administrative arbitrariness and the country found itself faced with a power steeped in vice and infamy.

The Government undertakes to provide the utmost necessary to bring the war to a victorious conclusion and declares its intention to observe the foreign alliances and agreements.

LONDON, March 20.

The National Union of Finland hopes great things of M. Raditcheff, the new governor. He has always been a staunch defender of Finnish rights.

THE RUSSIAN GENERALISSIMO.

PETROGRAD, March 20.

The Times Correspondent states that the Provisional Government has decided that it is necessary to appoint as Generalissimo a person unconnected with the House of Romanoff.

BRITISH PREMIER ON THE RUSSIAN SITUATION.

LONDON, March 19.

In the House of Commons, in reply to Mr. Asquith, Mr. Lloyd George said that owing to the dramatic suddenness of the events in Russia, it is impossible, at present, to give a detailed account of what it is believed would prove to be a landmark in the history of the world. After relating, amid cheers, the events leading up to the formation of the Provisional Government, Mr. Lloyd George, continuing, said: "As far as our information goes the new Government has received the support of both the country as a whole and the army and navy. Our information does not, however, enable us to say that all danger is over. It is satisfactory to know that the new Government has been formed with the express purpose of carrying on the war with increased vigour. (Cheers.)

The Imperial Government is confident that the Russian people would find that liberty is compatible with order even in revolutionary times, and that free peoples are the best defenders of their own honour. (Loud and ironical Irish cheers and cries of "Why don't you practice what you preach?")

Continuing, Mr. Lloyd George said the Imperial Government was confident that these events, marking a world epoch, and the first great triumph of the principles for which we entered the war—(renewed Irish cheers)—would not result in confusion or in any slackening of war conduct, but would lead to a closer and more effective co-operation between the Russian people and the Allies in the cause of human freedom. (Cheers.) He added that the Government proposes to put down a motion on the question on the 22nd inst.

FRANCO-ITALIAN AERIAL ACTIVITY.

ROME, March 20.

An official report states:—

Franco-Italian air squadrons bombarded Pola.

Five enemy aeroplanes were repulsed after an aerial duel.

A number of enemy aeroplanes dropped bombs on Grade. The damage done was slight.

The Italians retaliated by bombing the Lloyd yards at Trieste.

U.S. NAVAL CONSTRUCTION.

"SPEEDING UP."

WASHINGTON, March 20.

President Wilson has authorised the expenditure of G.$115,000,000 to speed up naval construction and the purchase of auxiliary craft. Three hundred and seventy-four additional naval officers have been secured by drafts from the Naval Academy.

TROUBLE AVERTED.

THAT little cold and sore throat of yours must be checked at once or it may develop into something worse. Take a few doses of Chamberlain's Cough Remedy and your troubles will soon vanish. For sale by all Chemists and Storekeepers.

THE MACEDONIAN FRONT.

PARIS, March 20.

A Bulgarian communiqué states: We repulsed enemy attacks between Lakes Ochrida and Prespa and east of Lake Prespa.

LONDON, March 20.

A German official message, transmitted by wireless, reports:

"The nine days' battle between Lake Ochrida and Lake Prespa, and also in the heights to the northward of Monastir has been resultless. The French storming attacks failed.

THE SITUATION IN GREECE.

ENTENTE MINISTERS RETURN TO ATHENS.

LONDON, March 20.

An Athens telegram states that the Entente Ministers have returned.

A cargo of wheat is being discharged at the Pireus for relief purposes.

THE WAR CABINET.

LONDON, March 20.

The War Cabinet sat to-day for 150 minutes.

LATER.

The first of the series of historic Cabinet conferences at which the Dominions and India are represented, commenced at the Premier's house to-day. Groups of journalists and photographers gathered in Downing Street but a "bleak and piercing wind prevented anything like a crowd. The first to arrive was Mr. Walter Long, Colonial Secretary, followed by Mr. Morris, the Premier of Newfoundland, who had returned from France only the previous evening. Following the arrival of the members of the Cabinet, came a succession of motor cars with Sir R. L. Borden and the Hon. John D. Hazen (representing Canada), Sir J. L. Ward and Mr. W. Massey (representing New Zealand).

Mr. Chamberlin, with the Maharajah of Bickanir, Sir James Meston and Sir P. Sinha walked over from the India Office. General Smuts was the last to arrive. He and the Maharajah of Bikanir were in uniform; the others were in mufti.

The representatives of the Dominions were greatly impressed by the tone of the Cabinet proceedings which opened with a speech by the Premier to which Sir Robert Borden, Mr. Massey, Sir Edward Morris, General Smuts and the Maharajah of Bikanir replied. The Cabinet then proceeded with the ordinary business.

Subsequently the representatives attended the Dardanelles debate in the House of Commons.

THE IMPERIAL WAR CONFERENCE.

LONDON, March 19.

The *Manchester Guardian*, publishing a special number of its daily edition, to synchronise with the first meeting of the Imperial Cabinet, contains a message from Mr. Lloyd George saying that the Overseas representatives had been asked to attend the meetings because we feel it is imperative that the whole Empire should assist in arriving at certain impending decisions about the war and peace terms which is decidedly important to the future of all the peoples of the Empire. The meetings are evidence of the still greater changes which the war will bring about in the inter-relations of the different parts of the Empire, the full nature of which would not be apparent until after the war and the consequences could only be dealt with then.

BRITISH WAR EXPENDITURE.

LONDON, March 19.

Mr. Bonar Law stated that the total payments of all war and peace services from February 2nd to March 31st are estimated to average £7,260,000 daily but this period included heavy special payments averaging over £1,000,000 daily.

FREE TRADE UNION AND COLONIAL PREFERENCE.

LONDON, March 19.

The Free Trade Union has issued a memorandum setting out a series of arguments against Colonial preference. It contends, amongst other things, that the adoption of the scheme will cause disappointment and heartburnings within the Dominions and will lead India to build up a protective tariff against manufactures in Great Britain.

It also contends that the policy is not reconcilable with the recommendations of the Economic Conference at Paris, and submits that the taxation of the Allies' merchandise will weaken the alliance and check common action against German schemes.

MESOPOTAMIA.

FURTHER SUCCESSES.

LONDON, March 19.

A Mesopotamia official message states:

We crossed the Diala on Saturday night and occupied Basriz and part of Bakubah, which is a good supply centre.

The inhabitants are friendly and ready to trade.

Meanwhile the enemy retired hastily towards Khanikin.

AN IMPENDING POSSIBILITY.

LONDON, March 20.

The Mesopotamian despatch announcing the Turkish withdrawal suggests that the Turks are likely to be caught in the Anglo-Russian pincers, since Bakubah is only 57 miles from Khanikan on which the Russians are advancing from the east, 83 miles from Khanikin.

THE NEW FRENCH CABINET.

LONDON, March 19.

The New French Cabinet has been formed as follows:—

The Premier [Foreign Affairs	M. Ribot
War	M. Painleve
Marine	Admiral Lacaze
Munitions	M. Thomas
Finance	M. Thierry
Interior	M. Malvy
Commerce	M. Clementel
Food Controller	M. Violette
Labour Representative	M. Burgeois

The ex-Premier M. Viviani has been appointed Minister of Justice.

LONDON, March 20.

The appointment of the sagacious, experienced and authoritative statesman, M. Ribot has generally satisfied France. He is regarded as being eminently fitted for the government.

The formation of the French Cabinet proceeded without a hitch. It represents the best elements of the Socialist and Radical parties and retains the most successful ministers of the old Ministry, like M. Ribot, the stern financial economist; M. Thomas, dubbed "the French Lloyd George"; Admiral Lacaze, who had charge of the Naval operations in the Mediterranean; M. Painleve, "the godfather of French aviation," whose agitation led to the introduction of aeroplanes in the French army. He is the foremost mathematician in France and has long been connected with the Army Committee of the Chamber.

THE S.S. CITY OF MEMPHIS.

CAPTAIN AND NINE OF THE CREW MISSING.

LONDON, March 20.

The captain and nine of the crew of the American steamer *City of Memphis* are still missing.

ITALIAN SHIPPING.

A MEAGRE SUBMARINE "BAG."

LONDON, March 20.

An Italian Naval communiqué states that 448 vessels of an aggregate tonnage of 420,060 entered Italian ports during the week ending the 15th inst., while 457 of a total tonnage of 461,795 left.

Only a small sailing ship and a steamer were sunk.

A BRITISH TRADE CORPORATION.

LONDON, March 20.

Sir Albert Stanley, President of the Board of Trade, has announced that steps will be taken to establish an organisation called the British Trade Corporation, which would be given a charter, and whose principal object will be to facilitate and establish a trade credit bank connected with the existing banks, for the purpose of developing British trade abroad.

The Mitsui and Mitsu Bishi interests have agreed to contribute 500,000 yen each toward the fund for the proposed establishment of a chemical laboratory, to be started as a semi-official institution. The 10,000,000 proposed capital is to be made up jointly of a government subsidy and contributions from the general public. The amount of the contribution by the two big interests was decided upon at a meeting of the inaugural committee. This committee states that contributions also will be received from Baron Furukawa, Baron Okura and other prominent men.—Japan Advertiser.

EARLIER TELEGRAMS.

THE GERMAN RETREAT.

SYSTEMATIC DESTRUCTION.

LONDON, March 19.

Reuter's Correspondent at French Headquarters telegraphing to-day says:—

The enemy is falling back more rapidly before the French than before the British.

All the roads behind the fleeing foe are closely packed day and night with transport columns and guns, while everywhere on the horizon smoke clouds tell of preparations for a further retreat.

The work of destruction is proceeding systematically. As an example, at the village of Candor the Germans burned farms and waggons, destroyed machinery and everything useful, and also carried off boys approaching military age, besides the Mayor and the Deputy Mayor. Previously they had not only seized all the people's produce, but the American relief supplies as well, forcing everybody to work in return for three-quarters of a pound of bread daily.

PATROL SKIRMISHES.

LONDON, March 20.

Reuter's evening despatch from British Headquarters opens with references to the unaccustomed sight of cavalry, patrols skirmishing with small parties of Uhlans. Batteries of artillery are constantly galloping across country and taking up new positions covering the enemy's retreat. The operations to-day were carried on under a dark sky and with a gale of wind.

GAIN OF 200 SQUARE MILES.

During the past forty-eight hours we have pushed the Germans off something like 200 square miles, the intended orderly retirement having developed into a rapid retreat. Our patrols are fighting the rearguards all the way, sometimes driving them closely in on their main forces. It is abundantly clear that the Germans are being considerably mauled as they go.

FRENCH REPORT.

A French communiqué reports:

After a violent bombardment, the Germans last evening powerfully attacked on the Avocourt-Morthomme front. Our barrage and machine-gun fire smashed the waves of assault on the greater part of the front before they could reach our lines and inflicted heavy losses on the enemy.

In the direction of Hill 304 and on the edge of Avocourt Wood, where enemy parties succeeded in penetrating our lines on a front of about 200 metres, lively hand-to-hand fighting occurred, in consequence of which the enemy was partly driven out of our advanced elements.

Two enemy aeroplanes were brought down. Our air squadrons bombed factories and foundries at Thiouville and Briey basin, as well as convoys and marching enemy troops in the region of Guiscard.

THE GERMAN VERSION.

A German official message, transmitted by wireless, states:—

Our evacuation of the tract between Arras and the Aisne was long ago prepared and was carried out without disturbance from the hesitating pursuing enemy.

We destroyed the traffic establishments in the evacuated regions and provided five days' food for the population left behind.

We stormed trenches on 500 and 800 metres fronts to the south-east of Bois-de-Malancourt and at Slope 304, taking 493 prisoners.

RAMSGATE SHELLED.

A DESTROYER ENGAGEMENT.

LONDON, March 19.

The Admiralty announces that enemy destroyers shelled the undefended watering-place, Ramsgate, during the night of March 17-18, and hurriedly escaped in the darkness. It was impossible to ascertain the damage inflicted on them.

The enemy engaged and torpedoed one of our destroyers to the east of Dover. She returned the fire with torpedoes and guns, with what result is unknown. There were eight survivors. All the officers were drowned.

A second British destroyer was torpedoed while picking up the survivors, but was not seriously damaged.

A British merchantman was also torpedoed and sunk in the Downs.

THE LATEST ZEPPELIN RAID.

LONDON, March 19.

In the House of Commons, Mr. Macpherson stated that as there were no fatalities and practically no damage during the Zeppelin raid of the 16th inst., it was not necessary to issue any further communiqué on the matter.

GOOD WORK BY ITALIAN AIRSHIPS.

LONDON, March 19.

An Italian official message received by wireless states:—Our airships dropped a ton of high explosives on the railway station at Galliano, and on the railway line to the north of Mattarello.

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COUGH LINCTUS.

The mild and soothing influence which this preparation has classes it among the most valuable of its kind, in cases of Cough Asthma, Bronchitis, Shortness of Breathing, or Difficulty of Expectoration; and while it removes the accumulation of phelgm, from its Tonic and Astringent virtues it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering those delicate parts less susceptible of future irritation and disease.

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THE DARDANELLES REPORT.

EXCISED PORTIONS OF THE EVIDENCE PUBLISHED.

LONDON, March 19.

A supplement issued to the Dardanelles Report deals with some previously excised portions. It shows that Mr. Winston Churchill concluded in August 1914 that Turkey might join the Central Powers at any moment and, in conjunction with Lord Kitchener, considered the seizure of Gallipoli should be effected without delay by the Greek army, which would enable the British fleet to enter the Sea of Marmora.

General Caldwell, Director of Military Operations, wrote a memorandum on the difficulties of the project.

The Admiralty's suspicions that the Dardanelles forts were getting short of ammunition at the time of the bombardment were subsequently confirmed.

Commissioner Rock adds a minute that Ambassador Elliot at Athens telegraphed in March, 1915, that M. Venezelos proposed to offer the co-operation of three divisions in Gallipoli, the King having already been sounded thereon. The Minister also heard from another source that the King wanted war.

THE S.S. CITY OF MEMPHIS.

PART OF CREW LANDED.

LONDON, March 19.

Sixteen of the crew of the American steamer *City of Memphis* have landed and state that the vessel was torpedoed on Saturday evening by two submarines. The steamer had no cargo.

GERMAN THREAT.

APPROPRIATE ACTION TO BE TAKEN.

LONDON, March 19.

In the House of Commons, Mr. Hope announced that if the Germans carried out their threat to employ prisoners near the firing line, the Imperial Government would immediately decide on appropriate action. (Cheers.)

FUNERAL OF THE LATE DUCHESS OF CONNAUGHT.

LONDON, March 19.

The funeral of the late Duchess of Connaught, which took place at St. George's Chapel, Windsor, was a dignified yet simple ceremony. A feature was the presence in khaki of troops from various parts of the Empire. The congregation included the High Commissioners of the Dominions, Sir Robert Borden (Premier of Canada), the Rt. Hon. W. F. Massey (Premier of New Zealand), and General Smuts. There was a large attendance of members of the Cabinet and the Corps Diplomatique. The Duke of Connaught, Prince Arthur and Princess Patricia immediately followed the coffin, then came their Majesties and other Royalties. The Indian Princes Bikanir, Pertab Singh and Raja Ratlam had a place in the royal procession.

HONGKONG POLICE RESERVE.

STRENGTH.

P. C. 834 Mehr Din is granted leave to proceed to India.

P. C. 133 Wong King Shin is permitted to resign on leaving the Colony.

BAND AND ORCHESTRA.

Band practice—Monday, March 26th.
Orchestra practice—Thursday, March 29th.

(Sgd.) P. C. JENKIN,
D.S.P. (R.)

GERMAN FIRM v. AMERICAN.

RIGHT TO SUE GRANTED.

Another stage has been reached in the Schnabel, Gaumer versus Garland Steamship Line case in the U. S. Court for China.

Mr W. S. Fleming appears for plaintiffs and Mr J. W. Rice for defendants.

Argument was heard last week on a motion filed by Mr Rice on the point of the right of Germans to sue in the present circumstances of severed relations between the two countries. His Honour, Judge Lobingier, has over-ruled the motion and ordered that the case proceed.

Mr. Rice applied for an extension of time of three months in which to answer the claim and argument was adduced.

His Honour finally granted defendants two weeks in which to file their answer of defence.—*Shanghai Mercury*.

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"HAWAII MARU" Thursday, 12th April, at 3 p.m.

FORMOSAN LINE :—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.

"KAIJO MARU" Sunday, 25th Mar., at Noon.
"SOSHU MARU" Thursday, 29th Mar., at 8 a.m.

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BOMBAY LINE :—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

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SHANGHAI	YINGCHOW	Mar. 26, Daylight.
SHANGHAI	CHENAN	Mar. 27, at 4 p.m.
SHANGHAI	SINKIANG	Mar. 29, at 4 p.m.

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SHANGHAI	*WINGSANG*	FRIDAY, Mar. 23, Daylight.
HAIPHONG	*TAKSANG*	FRIDAY, Mar. 23, at 7 a.m.
SANDAKAN	*MAUSANG*	SATURDAY, Mar. 24, at Noon.
MANILA	*LOONGSANG*	SATURDAY, Mar. 24, at 3 p.m.
SHANGHAI	*CHOYSANG*	FRIDAY, Mar. 30, Daylight.
MANILA	*YUENSANG*	SATURDAY, Mar. 31, at 3 p.m.

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(Occupying 9 to 10 Days)

Steamship	Captain	Leaving.
HAIHONG	Capt. J. W. Evans	FRIDAY, 23rd March at 11 A.M.
HAITAN	Capt. A. E. Hodgins	THURSDAY, 29th March at 11 A.M.

SWATOW

HAITAN Capt. A. E. Hodgins SATURDAY, 24th March at 4 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

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General Managers.

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SAN FRANCISCO LINE.

via SHANGHAI, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Tons & Speed.	Leave Hongkong.
NIPPON MARU	11,000-15 knots	Mon., 26th Mar.
SHINYO MARU	22,000-21 knots	Mon., 2nd April.
PERSIA MARU	9,000-14 knots	Mon., 16th April.
KOREA MARU	18,000-18 knots	Thurs., 26th April.
SIBERIA MARU	18,000-18 knots	Sat., 12th May.
TENYO MARU	22,000-21 knots	Wed., 23rd May.

First Class to London ... G$348. (£71-10.0) Return G$609. (£122)
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Thence by Trans Andean Route to Buenos Aires, etc.

Steamer.	Tons & Speed.	Sailing.
ANYO MARU	18,500-15 knots	Tues., 11th Sept. at Noon.

For full particulars as to Passage and Freight apply to

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NIPPONYUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination.	Steamers. Displacement	Sailing Date.
VICTORIA, B.C., & SEATTLE Via SHANGHAI, MOJI, KOBE, NAGOYA AND YOKOHAMA	SHIDZUOKA MARU, Capt. Noma, Tons 12,500	WEDNESDAY, 28th March at Noon.
	AWA MARU, Capt. Hayashi, Tons 12,500	TUESDAY, 1st May at Noon.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU, Capt. Yoshikawa, Tons 12,500	FRIDAY, 13th April at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	HIRANO MARU, Capt. H. Fraser, Tons 16,000	SATURDAY, 24th March at 11 a.m.
	KIRIN MARU, Capt. Sasaki, Tons 8,000	SATURDAY, 24th March.
	KAGA MARU, Capt. Komatsubara, Ts. 12,500	SATURDAY, 7th April at 11 a.m.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. Shinohara, Tons 8,000	MONDAY, 26th March.

LONDON Via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADEIRA

SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

BOMBAY via SINGAPORE, MALACCA AND COLOMBO

FOR DATES OF DEPARTURE APPLY AT THE COMPANY'S OFFICE.

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NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

S.S. "ECUADOR"
FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and delivery must be taken therefrom.

Consignees are hereby notified that General Average has been declared and before delivery of Cargo can be given they must sign General Average Bond, furnish completed valuation statements and pay a General Average contribution of 2% of the invoice value of the goods.

Consignees of Cargo are also notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 26th March, at 10 A.M.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after TUESDAY, 27th March, 1917, will be subject to landing and storage charges.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading immediately for countersignature.

R. O. MORTON,
General Agent.

Hongkong, March 20, 1917. 1595

SILIMPOPON (SEBATTIK) COAL.

THE Undersigned having been appointed AGENTS for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebattik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

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BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.

1027

JAPANESE MAKERS.

Every kind of Footwear

MADE TO ORDER



CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.

AGENTS.

LONDON :—William Sliter, 42 *Great Russell Street*, W.C., F. Algar, 11 & 12 *Clement's Lane, Lombard Street*, E.C., T. B. Browne & Co., Ltd., 163 *Queen's Road, Victoria St.*, Charles Sox & Flint, 85 *Great Queen Street*, W.C., G. Street & Co., Ltd., 30 *Cornhill*, Gordon & Gotch, 15 & 16 *Bride St.*, E.C., Robert Warnock, 150 *Fleet Street*, C. Mitchell & Co., *Snow Hill, Holborn Viaduct*, E.C., D. J. Keymer & Co., 3 *Whitefriars St.*, E.C., Mather & Crowther, Ltd., 10, 11 12 *New Bridge St.*, E.C.

SCOTLAND :—Fred. L. Strong, 8 *North St. David Street, Edinburgh*.

PARIS AND EUROPE, Mathesen Price & Co., 18 *Rue de la Grange, Batelière, Paris*.

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SINGAPORE, STRAITS, &c. :—Kelly & Walsh, Ltd., *Singapore*.

PHILIPPINE ISLANDS :—A. S. Watson & Co., *Manila*.

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Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Steamer from Colombo.	Due at Marseilles 1917.	Due London 1917.

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

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S. S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transhipment),

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

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CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

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THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered with or notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailing etc., apply to

E. V. D. PARR,
Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

SUNDAY, APRIL 15th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Prince's Buildings. Freight and Passenger Agent, Ice House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

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JAPAN, CHINA AND STRAITS TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners option. Subject to change without notice.

THE BANK LINE LTD,
General Agents.

to Reass & Co., Canton.

CIVILIANS ON SERVICE.

MR. CHAMBERLAIN'S SCHEME.

Mr. Neville Chamberlain is now ready to launch his scheme of National Civilian Service. The scheme is to be brought into operation immediately, and the following outline of it may be accepted as authoritative, wrote a Parliamentary correspondent on January 26th.

The bulk of the men required for the Army to bring the war to as speedy an end as possible are to be found in munition works, coal mines, shipbuilding, transport work and agriculture. An effort is to be directed to finding a sufficient number of substitutes for those who may be called upon for military service.

Everybody is to be asked to play his part, and at first volunteers will be called for.

The rate of remuneration will be the standard rate of pay for the job to which a man is sent.

There is not to be a simultaneous appeal to men and women. Only men will be appealed to at present.

Women may be called on later if required. A Department will be set up in a few days to deal with women volunteers, but they will not be enrolled on precisely the same lines as men.

The age limits for men are between 18 and 60 years. The limit of 60 was decided upon when it became clear that only men in full vigour were needed.

It is not intended to take men already engaged in work of national importance from their present occupations if they cannot be replaced.

No one will be able to escape military service by volunteering for National Civilian Service.

Efforts will be made to find substitutes for indispensable men.

Volunteers will go wherever the Director-General may ask them to go, but they will be kept in their own districts as far as possible.

Volunteers will not be put into other occupations than those for which they have volunteered, until it is established that they are more suitable for others.

The Employment Exchanges will be used for recruiting for National Civilian Service, and local authorities will be asked to help.

"CAMPS FOR ENROLMENT."

Meetings will be organized at once to stimulate enrolment.

Letter cards will be provided to be filled in by recruits. Each recruit will be asked to give his name, the name of his employer, his trade, his condition (single or married), and the work for which he is particularly fitted.

These cards will also contain a form of undertaking to be signed by the recruit, by which he will place himself unreservedly at the disposal of the Director-General of National Service.

These cards will be obtainable at any post-office, and will be sent out to the local authorities.

The local authorities will be asked to start recruiting rallies, and cards will be available at all the meetings.

All the cards will be sent to London in the first instance, and will be sorted and classified there. They will then be sent to the local Exchanges, where instructions will be received for the calling up of volunteers in batches not larger than can be dealt with at any time.

Volunteers will be classified according to occupation.

Local demands will be first dealt with, and larger demands will be sent on to the general bureau in London.

There will be five recruiting areas in England, one in Wales and one in Scotland. Each area will be presided over by a Commissioner, who will be assisted by two Deputy-Commissioners.

It will be the duty of these Commissioners to keep the Central Department in constant touch with everything which affects it, and also to act in a judicial capacity in the case of any complaint or appeal that may be made by employer or employed.

No provision is made at present for men giving part time, but something of the kind may be arranged later on.

The establishment of a minimum wage is being considered.

There will be a subsistence allowance of 17s. 6d. a week for every man who is called away from his own district.

In certain cases the Department will find accommodation before hand for men transferred.

A specially urgent appeal will be made to those qualified to assist in agriculture.

Employers will be asked to show consideration to volunteers who may leave their service by keeping their places open, and wherever possible seeing that the men suffer no pecuniary loss, as was done in the case of volunteers for the Army in the early days of the war.

Seven days' notice will be given to the volunteers before they are called up. This interval will give employers the opportunity, if they wish to avail themselves of it, of appealing to the local Commissioners.

Men engaged in trades of national importance who volunteer will not at present be transferred to other occupations. If, however, it is shown that there is in excess of skilled labour in a particular factory, such a man will be transferred to another factory in the same district.

It may be added that the Local Government Board is working in close co-operation with Mr. Neville Chamberlain's Department. As there is every intention of enlisting to the full the services of the Local Authorities, the experience of Lord Rhondda's Department must obviously prove invaluable. The Department is fully conversant with the working of the Military Service Acts, and its experience of the work of the Tribunals cannot fail to be of great utility to Mr. Neville Chamberlain. It may be accepted, therefore, that the Local Government Board will make a considerable contribution to the expected success of the scheme for National Civilian Service.

WOMEN VOLUNTEERS.

ENROLMENT ONLY IN CASE OF DEFINITE WORK.

MISS MARKHAM OUTLINES THE NEW SERVICE SCHEME.

"We mean to organise the work before we organise the workers."

In these words of Miss Violet Markham, Assistant Director of Women's National Service, is the keynote of the new system which is to develop woman power to the full. Mrs Tennant and Miss Markham have already been overwhelmed with offers of help.

"We are only two days' old," observed Miss Markham, humorously, to a "Daily Chronicle" representative on February 3rd. "We started with a couple of charwomen and a bucket. Already people are asking what we mean to do in this direction or in that, whether we are going to deal with part-time services as well as whole day work, if we mean to utilise the brains of educated women as well as the muscles of great armies of munition workers. All that we are doing at the moment, and all that we can do is evolve a policy. The rest will come later."

But already one decision has been made.

"No appeal for women workers will be issued except in relation to an expressed and immediate demand," Miss Markham stated. "That is to say," she continued, "there will be no general appeal for volunteers. If the director-general comes along with a request for 10,000 women for munitions, for instance, we shall immediately make known the appeal.

"NO MORE DISAPPOINTMENTS."

"When the women respond we shall know exactly where to send them and what to do with them. Women are tired of filling up forms, tired of registering themselves for war work for which they may not be wanted. It will be our aim to prevent the disappointment which has so often come to women willing to work, but who were met with vague suggestions on volunteering."

It is probable that with the coming of such a capable and clever woman at Miss Markham into this great new department there will be infinitely more scope than hitherto for the highly educated woman. Naturally, Miss Markham is unable to discuss details, but one gathers from her immense enthusiasm and her quick, alert way, that she means to see that every branch of woman power is is used to the utmost degree.

"Both Mrs Tennant and myself hope for the widest co-operation from women of brains and education," said Miss Markham.

"But please do say," she went on, "that at the moment we do not want offers of service. We do not want women to enrol. Every hour since we started work women have been calling, asking for posts as typists or offering their services in some other direction. It will take some days to get our plans of campaign together. But we are losing no time."

THE COAL SCARCITY AND GERMAN RAILWAY EXPANSION.

The Journal of the Union of German War Administrations publishes an inspired explanation of the shortage of coal, which is at present one of the chief causes of distress in most parts of Germany. The authorities say that the shortage of coal is due entirely to transport difficulties, and they now for the first time since the outbreak of war publish what are alleged to be accurate railway statistics.

It is observed that at the beginning of the war "the railways were well armed and achieved splendid results in the mobilization." Since August, 1914, the rolling stock has been increased by 3,600 engines and about 70,000 wagons. Thirty-six new engines are still provided every week, but the supply of new wagons is "irregular." Meanwhile the strain on the engines has become so great that 23 per cent. of them are under repair, as compared with 18 per cent. in times of peace. It is added that 10,000 miles of new railway have been opened in the occupied enemy territories, and have to be run mainly with German materials. At the same time there are many thousands of wagons which cannot yet be brought back from abroad, especially from Transylvania and Rumania. In these circumstances the restriction of traffic, with consequent shortage of coal, is described as "inevitable."

PATELL & CO.

Importers--Exporters

AND

Commission Agents

HONGKONG.

Branches:—

SAN FRANCISCO, CAL.
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China:—

HANKOW,
SHANGHAI,
CANTON.

DISCIPLINE AT THE FRONT.

WHAT THE COLONIAL SOLDIER HAS LEARNT.

A Dominion officer writes:—I have learnt a good lot from this war. We all have—Canucks, Anzacs, and the rest of us. I have been comparing views with men and officers from Australia, Canada, South Africa, and New Zealand, and we have all agreed upon one point—namely, that we have learnt a lot more than you people at home. You have, so far as any of us can see, taken the war as an Imperial affair, as something in which we all were and must be just as fully interested as you yourselves, without having it explained to us. The British Empire was in it up to the hilt. That was as far as you could see it, and you didn't worry about anything else. You didn't even ask us to come and help, and that is just the one thing that has tickled us. We came along for a bit of fun. Just for something like the south African affair. For a bit of sport, with death as the big stake. All fair play and devil take the hindmost, and we have found that it has been a grimmer bargain. But we haven't complained. That is, not as a whole. We have come back to darkened London or to muddy Salisbury Plain after a spell in the trenches, and we have cursed a country which couldn't provide a man with a drink when he wanted one or had had so many that he wanted a few more than were good for him, and we have told each other and the world at large that we had come to fight for "a country" and not for a Board of Liquor Control. But we haven't meant it.

We read a great deal in your papers about the lessons you have learnt from the Dominion soldier. But we have learnt a great deal more from you. You really are a most wonderful people. Do you know, or can't you guess that you make us sick? You are always gassing about the great deeds of the Canadians, the Anzacs, and the rest of us. You can't stop giving us the glad hand. And all the time we know that your boys are doing most of the work. We are good for our share? Yes, that's all right. There isn't a better soldier going than a Canadian or an Anzac, or an Irishman or a Londoner, or Scot, or a Yorkshireman, Welshman, or any other member of the Imperial Forces. But most of the Army came from the Three Kingdoms, and that "most" has done most of the work, and done it as well as any men who ever lived. Indeed, they have done it better than we have, because they have settled down to discipline all the time, while we are only just beginning to see that in war discipline is the only thing that counts.

Discipline is a great thing. We never guessed how great it was before. It is a bigger thing than "hustle." We've all learnt that. But then you never took the trouble to tell us. You have never told us anything, and that is why we used to hang out the sign, "No English need apply." But that sign has now been pulled down and burned. As an Australian put it the other day, we shall always answer the call he heard from a trench which was dissolving under a Hun bombardment. He was carrying a dispatch, and had been caught in the "strafe," had gone into a shell crater for safety, and meant to stay there until he heard a boy calling out, "Oh, Snowy, what shall I do, what shall I do?" The answer came "Come over here you young——and die with me." "That was enough for me, I crawled out of my funk hole and went on with my message."

"SAFETY FIRST" RHYMES.

"STREETS ARE NOT FOR GAMES," SAY BELLS OF ST. JAMES.

Newspaper advertisements addressed to children in the form of "Nursery Rhymes for Present Times" is the latest development in the "Safety First" campaign in England.

Most of the rhymes are adaptations of old favourites. The first of the series runs:—

Little Jack Horner
Stood at the corner,
Watching the traffic go by;
And when it had passed,
He crossed over at last,
And said "What a good boy am I."

But all boys are not good. For instance:—

There was a little boy,
And he had a roller skate;
He flew along the highway,
Travelling in state
He spied a tractor-bus,
And thought he'd hang behind—

The rest of the story will easily be guessed.

The "Appeal of the London Bells" says that

The streets are not for games! say the bells of St. James:
Nor for foolish larking! clang All Hallows, Barking.
Safety first for all! ring Allhallows-on-the-Wall;
And be sure you understand! peal St. Mary-in-the-Strand;
So repeat, this rhyme again! says the booming of Big Ben.

MARTIN'S APIOL & STEEL PILLS

MARTIN'S APIOL & STEEL PILLS

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
A CURE FOR YOU.
THERAPION

SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA."

14,000 Tons each

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most Comfortable Route to America and Europe.

Sailings from Hongkong.

S.S. "ECUADOR" 28th March, 16th June.
S.S. "COLOMBIA" 23rd April.
S.S. "VENEZUELA" 21st May.

These Steamers have the most modern Equipment including ALL LOWER BERTHS and large comfortable Staterooms. (Al' ingle and two berths only).

The Safety and Comfort of Passengers is our first consideration. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services Ld.

For further information, rates, literature, schedules, etc., apply to—

COMPANY'S OFFICE in Alexandra Buildings, Chater Road.

TELEPHONE 141.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS—
Sterling £1,500,000@2/-=$15,000,000
Silver 18,500,000
$33,500,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS.

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J. A. Plummer, Esq.,—Deputy Chairman.
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Hon. Mr. P. H. Holyoak.

CHIEF MANAGER:

Hongkong—N. J. STABB, Esq.

MANAGER:

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2½ per cent. per annum.
" 6 " 3 " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, Feb. 24, 1917.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed on the minimum monthly balances at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.

Hongkong May 14, 1914. 517

THE CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL£1,200,000
RESERVE FUND£1,800,000
RESERVE LIABILITY OF PROPRIETORS£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager.

Hongkong June 12, 1915

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed 1,125,000
Paid-up 562,500
Reserve Fund... 250,000

BANKERS

BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

C. CHAMPKIN,
Acting Manager.

Hongkong March 17, 1916

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

AUTHORISED CAPITAL £40,000,000= ($25,000,000
PAID-UP CAPITAL £1,60,000,000= ($5,000,000
RESERVE FUND £ 9,237,149= ($ 763,762.

HEAD OFFICE—AMSTERDAM.

Branches at
The Hague Rotterdam

HEAD AGENCY—BATAVIA,

Branches at:

BANDJERMASIN, BANDOENG, CHERIBON, DJEMBER, DJOKJAKARTA, KOTA RADJA, MAKASSAR, MEDAN, PADANG, PALEMBANG, PEKALONGAN, PENANG, PONTIANAK, RANGOON, SAMARANG, SHANGHAI, SINGAPORE, SOERABAIA, SOERAKARTA (Solo) TANDJONG-BALIE, TEGAL TEBING TINGGI (Deli) TELOK BETONG, TJIRATJAP, WELTEVREDEN.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS.—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

—J. F. VAN REES,
Agents.

Hongkong, Feb. 15, 1917.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL...Yen 48,000,000.00
PAID-UP CAPITAL " 30,000,000.00
RESERVE FUND " 21,300,000.00

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES AT

ANTUNG-HSIEN, BOMBAY, CALCUTTA, CHANGCHUN, DAIREN (DALNY), FENGTIEN (MUKDEN), HANKOW, HONOLULU, HARBIN, KOBE, LIAO-YANG, LONDON, LOS ANGELES, LYONS, NAGASAKI, NEWCHWANG, NEW YORK, OSAKA, PEKIN, RYOJUN (PORT ARTHUR), SAN FRANCISCO, SHANGHAI, SINGAPORE, SYDNEY, TIENTSIN, TOKIO, TSINANFU, TSINGTAU

Interest allowed on Current Account Deposits received, for fixed periods at rates to be obtained on application.

KISHI ONO,
Manager.

Hongkong, March 12, 1917.

NOTICE.

HIGH-CLASS PRINTING

AND

BOOK BINDING.

DONE AT

THE "CHINA MAIL" OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc., Artistically Arranged and Carefully Printed.

Clean Proofs and prompt delivery guaranteed.

WAR.

BY SERGEANT JOSEPH LEE, 4TH BLACK WATCH.

Feing some reflections by Corporal Richard Crew of the Canadians.

Sure, I dunno;
There's some call war "murder."
Some say its elevatin';
I've 'eard both sides
Their cases statin'
An hour or so —
But I dunno. . . .

One thing—the dead
Ain't beautifully spread,
Each with an artistic scar
Cross his forehead;
No, that ain't war
Whatever poets say—
Shrapnel and high explosive
Do not work that way.

I've been out 'ere
Just on two year,
And seen it all
From Wipers to the Somme:
And not much bugle-blowing,
Nor banner flowing,
And all that truck;
Just mostly muck and mud
And mud and muck,
And what the French call, I think, ang-
wee:
No, war ain't what them 'long
haired coyes
Have cracked it up to be.

And yet,
You bet,
There's something in it, too—
Not ganged by me and you:
My Gawd, I've stood
After a heavy biff,
Pondering a bit on death—
And getting back my breath—
Thinking how boys have died
Until, by Christ, I've cried—
Yes, somehow, it seemed Good!

I recall me how
Just nigh the Hat—(Medicine Hat,
Canada)
Wish was there now
We rounded up a snake—
Some rattler at that!
And Lariat Jack
Bent o'er his saddle how
And nipped the rattle so,
And broke its bloomin' back
And I said "Shake!"
And yet felt sorry too,
For that there worm
Was wondrous beautiful of hue.

I guess there are
Redeeming tints to war.
Mayhap the Lord
Who makes the silly snakes,
And breathes in storm, and shakes
The everlastin' hills wi' His earth-
quakes;
Who sets a little lamb,
Upontan English meed,
Yet lets the tiger breed
And the wolf dam
Down in the jungle—
Mayhap the Lord
Ain't made no bloomin' bungle.

But even in bloody war—
Such as this are—
Fulfils has wondrous Word!

Christ! In am cold,
Wish Sergeant Wood would come,
And dish me out my morning tot o'
rum!

POST OFFICE NOTICES.

Particulars of outgoing and incoming Mails will not be advertised in future.

The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

LOCAL AND REGULAR MAILS OUTWARD.

For	Week-Days	Sundays & Holidays
Tai O	5.00 P.M.	—
Tai Po... ...	...10.00 A.M.	9.30 A.M.
Cheung Chow ...	2.00 P.M.	—
Shataukok, Sha-tin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Antau, Ping Shan, Sai Kung, Kantin, Stanley..	4.30 P.M.	—
Canton, Samsui and Wuchow	7.30 A.M. Regis. 5 P.M. Letters 6 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	9.00 A.M.
Kongmoon ...	6.00 P.M. Except Saturdays	5.00 P.M.
Amitsu and Samsui	5.00 P.M.	5.00 P.M.
Shumchun	10.00 A.M. 4.00 P.M.	9.00 A.M.

FROM SHEUNGWAN WESTERN BRANCH P.O.

For	Week-Days	Sundays & Holidays
Macao ...	7.30 A.M. 1.30 P.M. 9.30 P.M.	7.30 A.M. 1.30 P.M.
Canton ...	7.30 A.M. 9.30 P.M. 9.30 P.M.	7.30 A.M. (2.30) P.M.
Tai Ping Kung ...	9.30 P.M.	9.30 P.M.
Shek Ki ...	9.30 P.M.	9.30 P.M.
Kongmoon ...	6.00 P.M.	6.00 P.M.
Kumchuk ...	6.00 P.M.	6.00 P.M.
Kaukong ...	6.00 P.M. Except Saturdays.	6.00 P.M.

In the case of Mails closing before 9 a.m. registration closes at 5 o'clock on the previous evening.

ALEX. ROSS & CO.

Machinery Office 'Phone 27.

OUR AGENCIES:—

Napier, Ford and Hupmobile Motor Cars,
Brooke, Caille and Scripps Marine Motors,
Triumph and Indian Motor Cycles,
Royal and Corona Typewriters,
Duresco Paints and Colourwash,
Optimus Stoves,
Veyes Fluid,
Carbotyp Stationery,
Turner Oil and Gas Engines,
Simpson and Lawrence Yacht Fittings.
Dunlop Tyres,
General Accident Motor Car Insurance.

TO LET

TO LET.

IMMEDIATE ENTRY, four very desirable SHOPS situated in Ice House Street, opposite the Grand Hotel. Recently reconstructed.
For rent and other particulars,
Apply to
THE MANAGER,
Hongkong Ice Co., Ltd.
46, Connaught Road Central.
Hongkong, March 15, 1917. 1578

TO LET—IMMEDIATELY.

LARGE OFFICES, Centrally Situated in Queen's Road. Fitted with electric light, telephone and sub. exchange.
Apply— No. 21.
C/o 'CHINA MAIL' Office.
Hongkong, March 2, 1917. 1545

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, April 7, 1916. 511

TO LET.

1 NEW HOUSE in Conduit Road. Ready for occupation.
Also 1 GODOWN in Duddell Street.
For rent and other particulars apply to—
H. M. H. NEMAZEE,
1 Des Vœux Road.
Hongkong, March 15, 1917. 1577

TO LET.

OFFICES at 2 Connaught Road.
OFFICES in Kings and York Building.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton Terraces.
HOUSES on Shameen, Canton.
THE RETREAT No. 58, The Peak.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
A FLAT in Humphreys Buildings, Kowloon.
TO LET OR FOR SALE.
Kowloon Marine Lot 48 with wharf area 58,000 sq. ft. suitable for coal storage or erection of godowns.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, Feb. 7, 1917.

EXCHANGE.

Hongkong, March 21, 1917.

On London—

Bank Wire	2/4
„ On demand, ...	...2/4 1/16
„ 30 days' sight	...2/4⅛
„ 4 months' sight, ...	...2/4 5/16
Credits, 4 months' sight,	...2/4⅛
Documentary, 4 months' sight	2/4⅞
On Paris—	
On demand, ...	...224½
Credits, 4 months' sight,	...335
On New York—	
On demand, ...	...55⅝
Credits, 60 days sight, ...	...—
On Bombay—	
Wire, ...	—
On demand, ...	nom.
On Calcutta—	
Wire, ...	—
On demand	nom.
On Singapore—	
On demand, ...	...99⅜
On Manila—	
On demand, ...	...111
On Shanghai—	
On demand	...nom.
30 days' sight (private paper)	—
On Yokohama—	
On demand, ...	...108½
Gold Leaf, 100 fine (per tael)	... 48.
Sovereigns (Banks' Buying rate)	$8.50 n.
Silver (per oz.)	... 35 15/16
Bar Silver in Hongkong	... 17 ⅞ nom.
Chinese Copper Cash ...	... ¼ p.n.
Chinese Copper Cents...	... ½ p.n.
Rate of Native Interest	... 7 ⅞ p.a.
Chinese Sub. Coin ...	... 8 2 dis.
Hongkong Sub. Coin ...	... par.

PASSENGERS DEPARTED.

March 20.

Per Anyo Maru, Miss K. E. Ashworth, Mr C. H. Phillips, Mr C. Batherford, Mrs Hayward Smith, Mr M. Shikatani, Mr and Mrs C. H. Walker.

KING EDWARD HOTEL

Central Location

ALL ELECTRIC TRAMS PASS ENTRANCE. Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings. Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373
TELEGRAPHIC ADDRESS: 'VICTORIA.'
J. WITCHELL, Manager.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1914, £23,970,367.

I—Authorised Capital £6,000,000	
Subscribed Capital £4,500,000	
Paid-up Capital ...	£2,437,500
II—Fire Funds	3,837,047
III—Life & Annuity Funds...	17,567,590
Sinking Fund Account ...	128,230
	£23,970,367
Revenue Fire Branch...	£2,381,456
„ Life and Annuity Branches... ...	2,141,593
Revenue Marine Department ...	337,239
Other Receipts ...	478,940
	£5,339,228

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

TANG YUK, DENTIST, successor to the late SIEN TING,
14, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation free.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European Officials and Merchants in this Colony for Ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write c/o "China Mail" Office or direct to No. 160, Wellington Street, second floor.
[1251.

FRENCH LESSONS

G. MOUSSION.
15, Morrison Hill Road.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and, on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table

March 22nd to 28th, 1917.

Day of Week	Day of Month	High Water: Hongkong Mean Time.	High Water: Height	Low Water: Hongkong Mean Time.	Low Water: Height
		h m	high.	h m	feet.
Thur	22	m 8 46	8.2	m 2 55	1.6
		9 2 a	8.0	2 29 a	2.0
Fri.	23	m 9 15	8.7	m 3 9	1.5
		9 54 a	8.6	3 16 a	1.6
Sat.	24	m 9 45	8.1	m 3 41	1.8
		10 42 a	8.1	4 1 a	1.8
Sun.	25	m 10 17	8.3	m 4 12	2.2
		11 34 a	8.5	4 47 a	1.9
Mon.	26	m 10 51	8.8	m 4 41	2.6
				5 36 a	1.3
Tues.	27	m 11 26	9.3	m 5 7	2.0
				6 22 a	1.7
Wed.	28	m 11 52	9.5	m 5 23	2.3
		0 5 a	9.5	7 29 a	1.9

Temperature.

Hongkong, March 21, 1917.

BAROMETER	9 A.M.	30.12
Do.	1 P.M.	30.08
Do.	4 P.M.	30.05
THERMOMETER	9 A.M.	66
Do.	1 P.M.	68
Do.	4 P.M.	68
Do. (Wet bulb)	9 A.M.	63
Do. (Wet bulb)	1 P.M.	63
Do. (Wet bulb)	4 P.M.	63
Do. Maximum		68
Do. Minimum (over night)		63

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers.

Quarter hour, ...	10 cents.
Half hour, ...	20 „
One hour, ...	25 „
Three hours, ...	50 „
Six hours, ...	70 „
Day (6 a.m. to 6 p.m.), ...	$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour, ...	0.60 cents.
Three hours... ...	$1.00
Six hours, ...	1.50
Day (6 a.m. to 6 p.m.), ...	2.00

III.—In the Hill District.

	With 2 Bearers	With 4 Bearers.
Quarter hour...	$0.15	$0.30
Half hour, ...	0.20	0.40
One hour, ...	0.30	0.60
Two hours, ...	0.50	0.80
Three hours, ...	0.70	1.00
Six hours, ...	1.00	1.50
Day (6 a.m. to 6 p.m.)	1.50	2.00

RICKSHAS.

I.—In the Island of Hongkong if engaged in Victoria.

Ten minutes, ...	5 cents.
Quarter hour, ...	10 „
Half hour, ...	15 „
One hour, ...	20 „
Every Subsequent hour ...	20 „

Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, ...	5 cents.
Half hour, ...	15 „
Hour, ...	20 „
Every subsequent hour, ...	10 „

III.—Taipo Road.

Twenty cents shall be added for each extra hour or part of an hour if the hirer causes the journey to take longer than :—.

To 4th mile—
single ... 75 cents....1 hour.
return... $1.00.....2 hours.

Beyond 4th to 6th mile—
single ...$1.20.....2 hours.
return ...$1.50.....4 „

Beyond 6th to 9th mile—
single ...$1.75.....2½ „
return ...$2.00 5 „

Beyond 9th to 11th mile—
single ...$2.00 3 „
return ...$2.50 7 „

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsim Sha Tsui.

FARES FOR PUBLIC CARRIAGES.

I.

	Not exceeding per passenger.
From Slaughter House to Sailors' Home ...	04 cents.
From Sailors' Home to Government Civil Hospital ...	04 „
From Government Civil Hospital to Clock Tower	04 „
From Clock Town to Race Couse ...	10 „
From Clock Town to Bay View House ...	12 „
From Wanchai Market to Bay View House ...	08 „
From Bay View House to Quarry Bay ...	08 „

II.—In the City of Victoria.

	Not exceeding per passenger.
Quarter hour, ...	10 cents.
Half hour, ...	10 „
One hour, ...	20 „
Two hours, ...	35 „
Three „ ...	50 „
Four „ ...	60 „
Five „ ...	70 „
Six „ ...	75 „
One day from 6 a.m. to 6 p.m.	$1.25

III.—Beyond Victoria.

	Not exceeding per passenger.
One hour, ...	25 cents.
Two hours, ...	45 „
Three „ ...	60 „
Four „ ...	75 „
Five „ ...	85 „
Six „ ...	90 „
One day from 6 a.m. to 6 p.m.	$1.50

If a vehicle is discharged beyond the limits of the City of Victoria half fare extra is to be allowed for the return journey.

IV.—In Kowloon.

	Not exceeding per passenger.
Quarter hour, ...	$.40
Half hour, ...	.60
One hour, ...	.80
Two hours, ...	1.40
Three „ ...	2.00
Four „ ...	2.40
Five „ ...	2.80
Six „ ...	3.00
One day from 6 a.m. to 6 p.m.	5.00

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased, per day 50 centum.

A LIFE SAVER.

IT is safe to say that Chamberlain's Colic, Cholera and Diarrhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

WEATHER REPORT.

On the 21st at 11.55—Pressure has increased considerably over Japan, and slightly to moderately elsewhere. An anticyclone of irregular outline is central over S. Manchuria, and covers the northern part of the area.

Fresh monsoon will prevail along the east and south coasts of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 1.80 inches, against an average of 4.94 inches.

Forecast for the 24 hours ending at noon on the 22nd March :—

1.—Hongkong to Gap Rock : E. winds, moderate to fresh ; fine generally.

2.—Formosa Channel : N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamocks : The same as No. 1.

4.—South coast of China between Hongkong to Hainan : The same as No. 1.

OFFICIAL NIGHTS IN MARCH.

The following table shows the Standard Time at which Official Night ends and begins during the month of March, 1917 :—

Date.	Ends.	Begins.
Mar. 21st,	6.14 a.m.	6.46 p.m.
„ 22nd,	6.13 „	6.46 „
„ 23rd,	6.13 „	6.47 „
„ 24th,	6.12 „	6.47 „
„ 25th,	6.11 „	6.47 „
„ 26th,	6.10 „	6.47 „
„ 27th,	6.08 „	6.47 „
„ 28th,	6.08 „	6.48 „
„ 29th,	6.08 „	6.48 „
„ 30th,	6.07 „	6.48 „
„ 31st,	6.06 „	6.48 „

ROYAL OBSERVATORY HONGKONG, DAILY WEATHER REPORT.

MARCH 21, 1917.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.
Wl'ostock...	6 a.	30.50	21	—	—	0	b
Memuro ...	5 a.	30.40	—	—	NNW	4	—
Hakodate ..	„	30.42	—	—	—	0	—
Tokio	„	30.26	—	—	NE	3	—
Kochi	„	30.11	—	—	—	0	—
Nagasaki ...	„	30.17	—	—	N	3	—
Kagoshima.	„	30.10	—	—	NW	3	—
Oshima	„	29.97	—	—	ENE	4	—
Naha	„	30.07	—	—	NNE	3	—
Ishijima ...	„	30.13	—	—	N	3	—
Boninisland	„	30.01	—	—	—	0	—
Chefoo	8 a.	—	—	—	—	—	—
Weihaiwei ..	„	30.29	36	70	SE	2	b
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang ..	„	—	—	—	—	—	—
Changsha ..	„	—	—	—	—	—	—
Shanghai ..	„	30.29	46	97	ENE	1	of
Gutalaff	„	30.26	44	100	NE	2	of
Sharp Pk ...	„	30.18	54	87	E	2	o
Amoy	8 a.	30.12	58	76	NE	1	o
Swatow	6 a.	30.11	58	70	NNE	1	o
Taihoku	5 a.	30.11	59	98	E	4	r
Taichu	„	30.04	59	—	—	0	o
Tainan	„	30.02	59	—	NNW	2	b
Koshun.....	„	30.01	68	—	NE	4	b
Peseadores..	„	30.04	64	—	E	6	o
Canton	6 a.	30.08	61	100	N	2	o
Hongkong ..	„	30.07	63	81	E	4	o
Gap Rock ..	„	30.06	—	—	E	5	o
Macao	„	30.04	64	90	E	2	o
Wuchow ...	9 a.	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Phulien ...	7 a.	29.99	64	94	ENE	4	of
Tourane	„	29.94	72	—	S	2	o
C. St. James	„	29.82	75	—	ENE	6	b
Aparri	6 a.	29.92	75	81	ENE	4	r
Dagupan ...	„	29.84	72	94	—	0	b
Manila.....	„	29.87	70	94	—	0	o
Legaspi	„	29.87	75	92	NNE	2	r
Tacloban ...	„	29.84	75	91	NW	2	o
Iloilo	„	29.82	75	89	N	4	o
Surigao.....	„	29.82	75	96	—	0	o
Labuan.....	„	29.84	66	89	SW	6	of

T. F. CLAXTON, *Director.*
Hongkong Observatory, March 21, 1917.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew (wet).

7. RAIN in inches, tenths and hundredths.

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 6 a.m.	On date at 2 p.m.
Barometer ...	30.02	30.07	30.03
Temperature	67	63	67
Humidity	73	81	65
Direction of Wind	E	E	E
Force	4	4	4
Weather	c	c	b
Rain.....	0.00	0.00	0.00

Highest open air temperature on the 20th 67. Lowest open air temperature on the 21st 63.

T. F. CLAXTON, *Director.*
Hongkong Observatory, March 21, 1917.

SHARE REPORT.

MARCH 21ST, 1917.

Stock and paid up Value.	Quotations 11.30 A.M.	Last Dividend and date.	Returns on last year div.
BANKS.			
Hongkong & Shai. $125	$880	Final of £2-3/- making £4-6 (for 1916 and bonus of 10/- subject to deduction of Income tax	11½ p.c.
MARINE INSURANCES.			
Cantons $ 50	$370	$7 final making $25 a/c 1914 and Interim of $15 a/c 1915.	63 p.c.
North Chinas £5	T. 150	Final div. of 15% making 27½ % a/c 1913	
Unions $100	$890 sa.	Interim of $30 a/c 1915..	6¾ p.c.
Yangtszes $ 50	$235	Final of $15 making $18 for 1914 and int. of $6 on account 1915 ...	7½ p.c.
FIRE INSURANCES.			
China Fires $ 20	$155 b.	$7 and bonus $2 for 1914.	63 p.c.
Hongkong Fires ...$ 50	$362½ b.	$27 for 1914	7 p.c.
SHIPPING.			
Douglas Steamships $50	$108 s.	$1 final making $6 and $8 bonus, making $14 all a/c 1915-16	14 p.c.
Steamboats $ 15	$18½	$1.25 for 1916	6¼ p.c.
Indo-Chinas :— (Preferred)....£5	$41½	Interim of 3/- a/c 1916...	6 p.c.
(Deferred)....£5	$127 b.	Interim of 10/- a/c 1916,	8 p.c.
"Shell" Transports £1	103/-	2/- int. a/c 1916 Coupon 27	7 p.c.
"Star Ferry"$ 10	$33	$1.65 dividend & 45 cts. Bonus for year ending 30-4-16	6½ p.c.
REFINERIES.			
China Sugars.....$ 100	$130 sa.	$12 for 1915	10 p.c.
Malabon Sugars... P. 30	$33	P. 5 for 1916,.....	13½ p.c.
MINING.			
Kailans£1	38/-	Final div, 5% free of income tax, making 10% a/c 1915-1916 coupon No. 8	5 p.c.
Langkats gdrs. 10	T. 19	Tls. 1 for 1916	
Raubs.....£1	$2.35 s.		
Tronoh Mines£1	30/-	1/- interim making 4/- a/c 1916.....	13 p.c.
Ural Caspians£1	28/-	9 % for 1915	
DOCKS, WHARVES AND GODOWNS.			
Kowloon Wharves $ 50	$81½ sa.	8 % for 1916 & bonus $2	7½ p.c.
H.K. & Whampoa Docks.....$ 50	$127 b.	Final $2.50 & bonus $8, making $11 a/c 1916...	9 p.c.
Shanghai Docks T. 100	T. 88 sa.	Tls. 7½ for year ending 30-4-16	8½ p.c.
HOTELS, LANDS AND BUILDINGS			
Hongkong Hotels...$ 50	$102	Final of $3 making $8 a/c 1916	6¾p.c.
Central Estates ...$100	$93	$7 a/c 1916.....	7½ p.c.
Hongkong Lands ...$100	$94 b.	Final div. of $3½ making $7 a/c 1916.....	7½ p.c.
Humphreys Estates $ 10	$6½ s.	50 cents for 1916	7½ p.c.
Kowloon Lands ...$ 50	$33	$2 for 1915	7 p.c.
West Points$ 50	$70 b.	Final $3-25, making $5.25 a/c 1916	7½p.c.
Shanghai Lands T. 50	T. 92	3 % final making 12 % a/c 1916.....	6½ p.c.
COTTON MILLS.			
Ewos T. 50	T. 150	Tls. 9 for year ending 31-10-16.....	6½ p.c.
Shanghai Cottons T. 50	T. 120 sa.	Tls. 6 div. a/c year ended 30-6-16.	5 p.c.
Kung Yik.....T. 10	T. 13½	Tls. 0.90 for 1916	7 p.c.
Yungtaipoos T. 5	T. 5		
MISCELLANEOUS.			
China-Borneos $ 12	$8 b.	72 cts. for 1915.....	9 p.c.
Light & Powers ... $ 5	$4.70 b.	5 p.c. for year ending 28-2-06	
China-Providents $ 10	$8.10 s.	70 cents for 1916.....	8¾ p.c.
Dairy Farms$ 6	$24	$3 for year ending 31-7-16	12½ p.c.
Green Islands$ 10	$9 b. & sa.	80 cents for 1916	9 p.c.
Hongkong Electrics $ 10	$49	$2½ for 1915/1916.....	4½ p.c.
Hongkong Ices$ 25	$160	$2 on a/c 1916	7 p.c.
Hongkong Ropes ...$ 10	$29 sa.	$1 final and bonus $1, making $3	10½ p.c.
Hongkong Tramways $/-	$7.20	23 % final a/c 1916 Pending (cents 48 per share)	8½ p.c.
H.K. Steel Foundry ...	$19		
Peak Tramways ...$ 10	$9.80	7 % for 1915/1916	7 p.c.
do. (new) $ 1	$1		
Steam Laundry$. b	$3½	25 cents for 1915/1916..	6¼ p.c.
Union Waterboats $15	C165½ b.	12½ % for 1916	8 p.c.
Watsons $ 10	$6½ b	70 cents for 1915	
William Powell$ 7	$6	50 cents for 1913/1914	16 p.c.

sa.—sellers. sa.—sales. b.—buyers.

Telegraphic Add: "RIALTO." MOXON & TAYLOR.
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Printed and published for THE CHINA MAIL, Limited by DURHAM A. HALL, 5, Wyndham Street, Hongkong.